

**DRAFT
RIGHT-SIZING PARKING STUDY
FOR THE
PUBLIC PARKING LOTS IN MARINA DEL REY, CALIFORNIA**

March, 2009

Prepared for:

LOS ANGELES COUNTY DEPARTMENT OF BEACHES & HARBORS

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EXECUTIVE SUMMARY

A comprehensive and detailed parking study has been performed by Raju Associates, Inc. to assess the public parking needs within the Marina del Rey area of the County of Los Angeles, California. Both current and future needs are assessed through the year 2030 and right-sizing of parking within various areas in Marina del Rey have been assessed as part of this study.

There are numerous public parking lots within the Marina del Rey area. They serve nearby residents as well as visitors to the Marina facilities. The public parking lots are all surface lots adjacent to specific attractions and serving a specific activity area. Past surveys and observations of utilization of these public parking lots have revealed that these lots are all greatly under-utilized to varying degrees almost throughout the year except for a few holidays and pre-holiday weekend days, even when the gate arms are up and no fee is charged.

A list of the public parking lots within the Marina that are evaluated in this study is provided below.

Lot Number	Parcel	Number of Parking Spaces	Remarks
1	W	502	Fisherman's Village and others use this lot
2	49R	239	
4	49M	140	
5	UR	220	Public Library uses 20 spaces
7	Q	120	
8	OT	183	FantaSea Yachts uses 94 spaces after 6 P.M.
9	NR	186	
10	IR	212	
11	GR	262	Cheesecake Factory uses this lot
12	FF	201	Not used much by anyone
13	3S	140	
16	EE	58	Metered parking spaces
Dock 52	52	236	LACBH office and others use this lot

This study is directed at identifying the appropriate parking supply to satisfy the current and anticipated future parking demands within various activity areas and right-sizing the parking lots (listed in the previous page) serving these activity areas. The estimation of parking demands for the future year 2030 was done using current observed parking demands and factoring in the growth anticipated from planned adjacent uses as well as from ambient growth due to population increases over the next 20+ years. In addition, several new improvements contemplated for visitors at Mother's Beach and Chace Park were factored into demand figures.

Current and future parking demand and supply utilization analyses at each of the public parking lots within the Marina del Rey area were conducted in this study. Five major activity areas were identified and peak parking within these activity areas were determined. The supply needed to accommodate the current and future needs within each of the activity areas were also determined in this study and suggestions / recommendations for the same were made. The following executive summary highlighting the key findings of this study is presented.

- A total of 13 public parking lots and five activity areas were assessed within the study area for this project. The five activity areas are the Mother's Beach Activity area, Admiralty Park Activity area, Chace Park Activity area, Fiji Way Activity area and the North Channel Activity area.
- Parking supply surveys were conducted at each of the public parking lots within the study area by Los Angeles County Department of Beaches and Harbors staff and verified by Raju Associates in 2008 and 2009. Based on the field inventory surveys, it was determined that the total public parking available within the studied Marina del Rey area was 2,699 spaces. This is different from the number of spaces noted in the Marina del Rey Land Use Plan (LUP) due to restriping of various lots after publication of the LUP to accommodate handicapped spaces and to improve efficiencies.
- Parking demand surveys at each of the public parking lots were conducted during the busiest weekends (Friday through Monday) of the years 2005 and 2007. Memorial Day, 4th of July and Labor Day weekends including the holidays were chosen to conduct the parking demand surveys. Parking demand surveys on boat parade days were also conducted. Additionally, a typical weekday and weekend day were chosen to conduct parking demand surveys to reflect typical conditions prevailing in the Marina for most of the year as it relates to parking.
- In addition to the demand surveys noted above, specialized surveys were conducted on a weekday and weekend day at all the parking lots where sharing of public parking spaces for private commercial uses are currently occurring. These were later utilized in determining the public parking demand component of the overall parking demand at these lots (as noted in the table above).

- The current peak public parking demand occupancies on typical weekdays and weekend days varies between 5% at Fiji Way activity area to 18% at Chace Park activity area during weekdays and 11% at Fiji Way activity area to 31% at Chace Park activity area during weekends. All other activity areas have parking occupancies of less than 18% and 31% on typical weekdays and weekend days, respectively. These occupancies are typical for most of the year (i.e., more than 300 days in a year).
- The current peak parking demand occupancies on peak holiday weekdays and weekend days varies between 10% at Fiji Way activity area to 43% at Chace Park activity area during weekdays and 21% at Fiji Way activity area to 68% at Chace Park activity area during weekends. The Fiji Way activity area parking lots also accommodate parking demands associated with commercial and other uses adjacent to them. The public parking demand component only has been reflected in the numbers above. If the overall parking demand at the lots that serve the Fiji Way activity area including the commercial and other uses demand is examined then a 67% occupancy during peak weekdays and 92% during peak holiday weekends are observed. All other activity areas other than the Fiji Way activity area have parking occupancies of less than 43% and 68% on peak holiday weekdays and weekend days, respectively.
- The future anticipated peak parking demands on typical and peak holiday weekdays and weekend days were developed using anticipated ambient growth in the region as well as growth in public parking demand anticipated due to provision of additional public facilities within the Marina.
- Peak public parking demand estimates were developed by isolating the public parking demand component from various lots (Lot W, Dock 52 lot on Parcel 52, and Lot GR) and then applying the growth factors due to ambient growth and the additional demand associated with additional public facilities planned in the future. The public parking demand estimates from these lots were combined together to obtain the activity area public parking demands.
- These future anticipated demands varied greatly between activity areas as well as during typical and peak holiday weekdays and weekend days. Due to this wide variation in anticipated demands for each of the activity areas on weekdays and weekend days throughout the year, developing a measure of central tendency (such as mean or mode or median) was not meaningful. Instead, the 85th percentile and 90th percentile of the peak parking demands which are meaningful, in this context, were determined.
- The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th – percentile is that position in a dataset that has 90% of the data equal to or less than it and 10% of the data greater than it. The 90th percentile value states that at least 90% of the values in the set are less than or equal to this value.
- The 90th percentile of peak public parking demand at each of the activity areas was

determined to be the following - Mother's Beach: 360 spaces; Admiralty Park: 114 spaces; Chace Park: 355 spaces; Fiji Way: 165 spaces; and North Channel: 100 spaces.

- The minimum public parking supply at each of the activity areas was determined using the 90th percentile peak parking demand and increasing the same by 10% to facilitate satisfactory operations within each of the parking lots serving the individual activity areas. The increased 10% supply over the peak demand by activity area would allow patrons to find parking spaces in the various parking lots serving the activity lot without having to move around or circle around between and within parking lots. The recommended number of required public parking spaces by activity area is shown below.

	Activity Area	90th-Percentile Parking Demand (number of spaces)	Recommended Minimum Number of Required Public Parking Spaces	Existing Parking Supply	Excess Number of Parking Spaces
A	Mother's Beach	360	400	843 (1)	443
B	Admiralty Park	114	125	340	215
C	Chace Park	355	390	437	47
D	Fiji Way	165 (2)	180 (2)	738 (1)	558
E	North Channel	100	110	140	30

Note: (1) – Also used by private commercial uses

(2) – Number represents public parking component only

- Although these parking supply requirements have been recommended by activity area, it should be emphasized that one could park in any activity area within the Marina and use the Water Taxi or the Shuttle to reach the final destination.
- An evaluation of currently proposed public parking supply within each of the activity areas in comparison to the recommended range of minimum parking requirements was made. It was determined that more than adequate public parking supply would continue to be available within each of the activity areas. Included in the evaluation was also the overall future demand of both public and private parking demand versus proposed supply within each of the activity areas. It was determined that adequate overall parking supply would be available within each of the activity areas even those that include commercial and other users sharing parking within the public parking lots.
- During peak holidays namely Independence Day, Labor Day, and Memorial Day and special event days such as Halibut Derby Day and Boat Parade Day, the parking within the Marina would need to be managed. A specific parking management plan should be developed to accommodate the peak holiday demands and shuttle people to their various specific destinations, where needed.

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I. INTRODUCTION

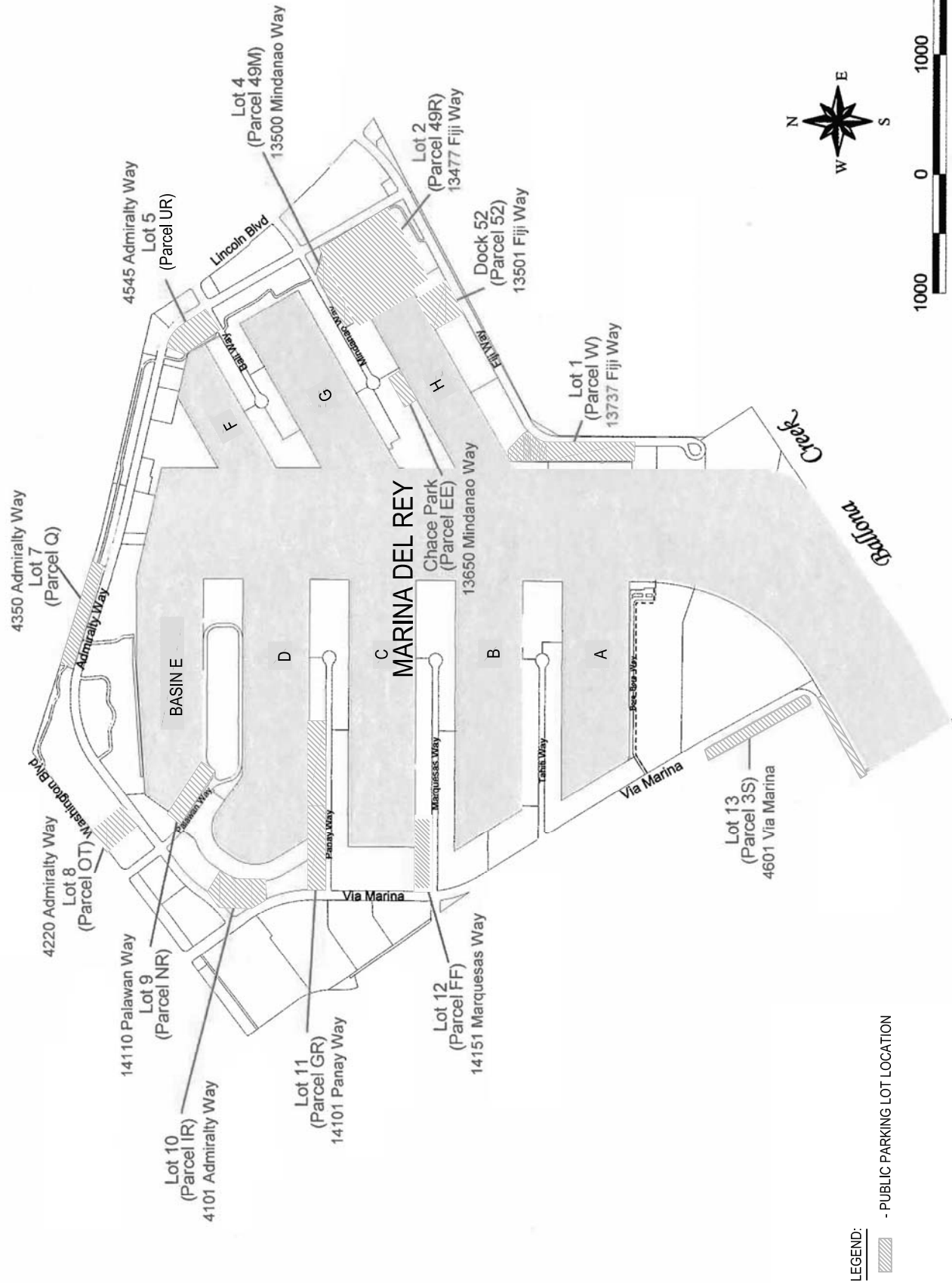
Raju Associates Inc was retained by the Los Angeles County Department of Beaches & Harbors to conduct a parking study to identify and assess the parking needs at all the public parking lots within the Marina del Rey area. This report documents the assumptions, methodologies and findings of this study conducted to evaluate and assess right-sizing the public parking lots. The study area for this evaluation is located entirely within Marina del Rey in the County of Los Angeles, California.

BACKGROUND

Past parking surveys at the various public parking lots within the Marina del Rey area indicate that these lots are under-utilized. The purpose of this comprehensive parking study is to right-size all the public parking lots in Marina del Rey, so that the number of parking spaces in these lots meets the long-term build out public parking demands for the year 2030. Based on the results of this study, a recommendation relative to public parking will be advanced to the California Coastal Commission. This study addresses the parking needs of each of the activity areas in the Marina taking into account current utilization, future ambient growth in demand as well as the growth projected to occur within these activity areas that would have an effect on public parking demand.

Figure 1 illustrates the location of the various public parking lots within the Marina del Rey area in relation to the surrounding street system.

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SOURCE: LOS ANGELES COUNTY DEPT OF BEACHES AND HARBORS, PLANNING DIVISION.

FIGURE 1
LOCATION OF PUBLIC PARKING LOTS IN MARINA DEL REY

The public parking within the Marina del Rey area has been evaluated within each of the activity areas as a whole, in this study due to the following reasons:

- The current dynamics associated with public parking in Marina del Rey indicate a very close relationship between the current uses within each of the specific activity areas and the public parking supply serving those areas
- The anticipated nature of interaction between the various existing and proposed uses within each of the activity areas in Marina del Rey dictate the need to evaluate public parking as a whole for each of the activity areas

Currently, five activity areas have been defined within the Marina del Rey area. They include the following:

- A. Mother's Beach Activity Area
- B. Admiralty Park Activity Area
- C. Chace Park Activity Area
- D. Fiji Way Activity Area
- E. North Channel Activity Area

Figure 2 shows the various activity areas and the parking lots serving each of them. The parking analyses and evaluation to identify the public parking needs and right-size parking have been conducted at the five activity areas noted above.

ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of this report. The rest of the report is divided into five chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II documents the existing parking supply and inventory at each of the surface public parking lots within each of the activity areas in the Marina. Parking characteristics by time of day during peak holiday weekdays and weekend days, holidays, as well as typical weekdays and weekend days, including their current occupancy rates and maximum observed demands by activity area are described in Chapter II. Chapter III

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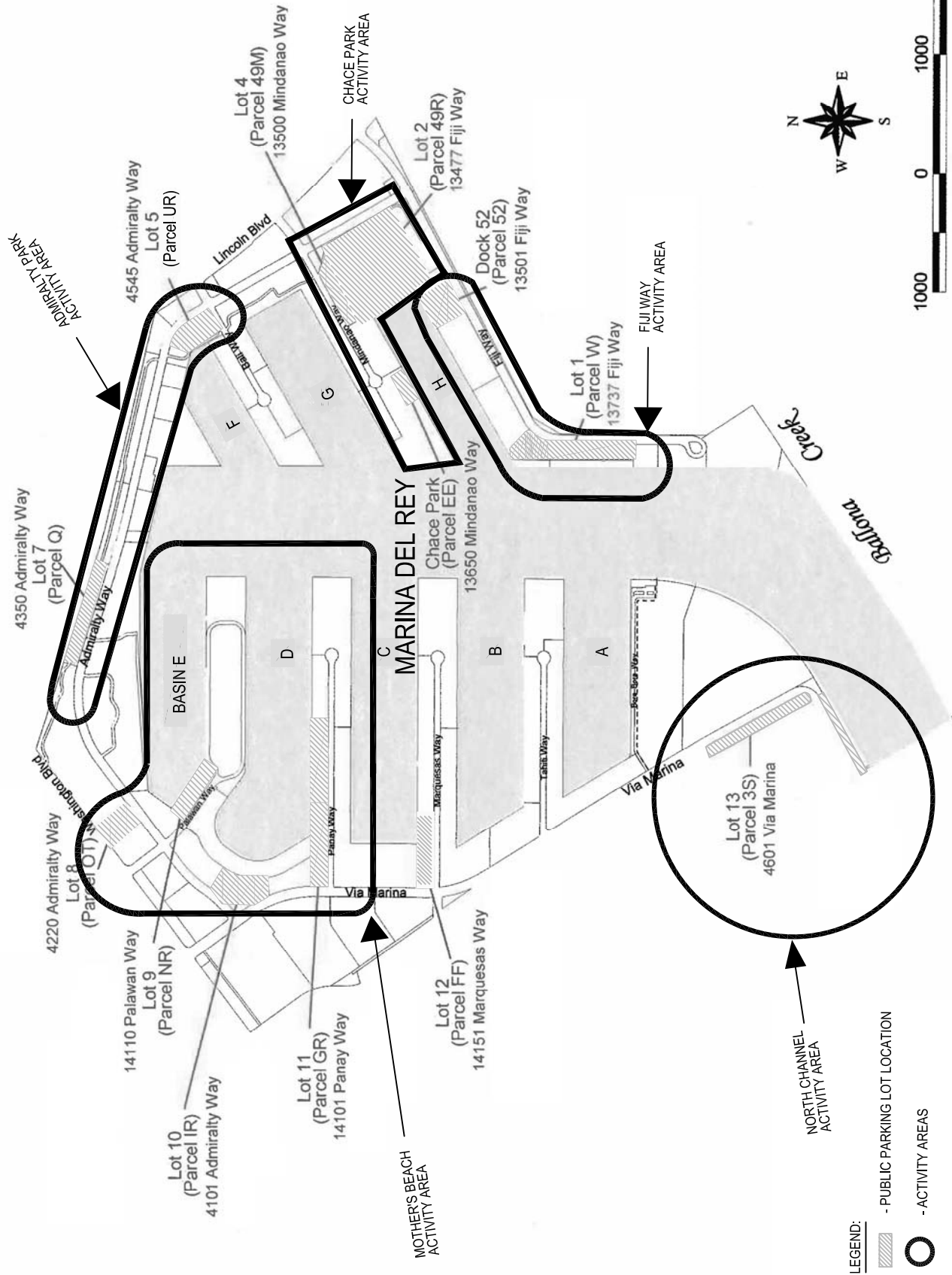


FIGURE 2
DEFINITION OF ACTIVITY AREAS WITHIN MARINA DEL REY

provides a description of the anticipated parking demand by activity area taking into account the growth expected to occur due to additional attractions or uses as well as ambient growth in population. A detailed evaluation of parking needs in the future is presented in this chapter.

Chapter IV addresses the identification of parking supply requirements by activity area to accommodate the public parking demands anticipated in the future within the Marina del Rey area. An assessment of proposed parking supply currently contemplated within the Marina del Rey area as it relates to its adequacy and convenience is also presented in this chapter.

A summary of conclusions from the study is provided in Chapter V of the Report. Technical appendices including details of the parking analysis as well as the references and people contacted during the study are also attached to this report.

II. EXISTING PARKING CONDITIONS

This chapter describes the existing parking supply and demand, both at the individual lots as well as within each activity area. A description of the existing utilization patterns in terms of occupancy of the parking supply for both typical and peak holiday weekday and weekend days is provided in this chapter. The performance of the parking lots within each of the activity areas is summarized in this chapter.

EXISTING PARKING SUPPLY

The project study area obtains its public parking supply from various surface parking lots located within the Marina del Rey area of the unincorporated area of Los Angeles County. An inventory of the available parking spaces within each of the thirteen surface lots in each of the activity areas was compiled from data provided by the Los Angeles County Department of Beaches and Harbors (LACDBH) and collected and verified using field surveys conducted by Raju Associates, Inc. A comparative table showing the parking supply by lot from LACDBH data, Raju Associates field surveys and Marina del Rey LUP and the potential reason for differences between the various sources is included in Appendix A1.

Figure 3 presents details of the available parking supply within each of the public parking lots serving the study area. From Figure 3, it can be observed that the following lots provide the parking supply within each of the activity areas:

Mother's Beach Activity Area: Parking lot 8 on Parcel OT, lot 9 on Parcel NR, lot 10 on Parcel IR and lot 11 on Parcel GR serve this activity area. The total available parking supply in this activity area from the parking lots listed above is currently 843 spaces. This activity area includes the Mother's Beach (also known as Marina Beach), adjacent restaurants and boat storage slips



**FIGURE 3
EXISTING PARKING SUPPLY BY ACTIVITY AREA**

accessible from this area. There is a new plan for Marina Beach that anticipates additional boat storage in the future. This issue is addressed in the assessment of parking conditions in the future at the Mother's Beach Activity Area. Parking lot GR is also utilized by the restaurant The Cheesecake Factory.

Additionally, some of the kayaking and other public patrons at the marina currently utilize the free parking at the Organic Panificio (Parcel 33) parking lot, and occasionally the Casa Escobar (Parcel 27) parking lot as well when the restaurants are closed, presumably to avoid the County parking fee. These parking demands have also been addressed in this study.

Parking Lot 8 on Parcel OT is located at 4220 Admiralty Way, north of Admiralty and east of Palawan Way. Currently, there are 183 parking spaces on this overflow lot. Access to this lot is obtained from a driveway between Admiralty Way and Washington Boulevard. FantaSea Yachts uses up to 94 spaces after 6 PM.

Parking Lot 9 on Parcel NR is located at 14110 Palawan Way, south of Admiralty and east of Palawan Way. There are 186 parking spaces on this overflow lot. Access to this lot is obtained from Palawan Way. Some public patrons also park in the free parking lot available at the Parcel 33 lot adjacent to lot NR along Palawan Way. On weekdays, it was also observed that some of the public patrons parked at the Parcel 27 parking lot early in the morning, as well. The overall public parking demand including these elements were determined based on surveys conducted in this study.

Parking Lot 10 on Parcel IR is located at 4101 Admiralty Way, south of Admiralty Way and east of Via Marina. There are currently 212 parking spaces on this lot. This lot obtains access primarily off of Admiralty Way.

Parking Lot 11 on Parcel GR is located at 14101 Panay Way, located east of Via Marina and north of Panay Way. This overflow lot serves the Cheesecake Factory patrons as well as other visitors. The Cheesecake Factory restaurant is adjacent to this lot and although it has its own parking spaces within its lot, additional parking is allowed by valet within Lot 11. An internal driveway and gate provides connection between the Cheesecake Factory lot and Lot 11 and the valet services for the restaurant utilize this gate to access the parking in Lot 11. There are currently 262 spaces

on this Lot 11. This lot obtains access from Via Marina as well as from Panay Way. Surveys were conducted at Lot 11 to determine the various components of the overall parking demand. Both Cheesecake Factory patrons and employees and the general public parking demands accessing the Mother's Beach area were determined as part of the surveys.

Admiralty Park Activity Area: Parking lot 7 on Parcel Q and parking lot 5 on Parcel UR serve this activity area. The total available parking supply from these two lots within this activity area is 340 spaces. This activity area parking primarily serves local patrons, library and other visitors and bike path users. A brief description of the lots 7 and 5 follows.

Parking Lot 7 on Parcel Q is located at 4350 Admiralty Way, north of Admiralty Way and approximately mid-way between Bali Way and Palawan Way. There are currently 120 spaces on this lot. The Lloyd Tabor – Marina del Rey Library uses 20 spaces on Lot 7 by permit. This lot obtains access primarily from Admiralty Way.

Parking Lot 5 on Parcel UR is located at 4545 Admiralty Way, north of Bali Way and east of Admiralty Way. There are currently 220 spaces on this lot. This overflow lot obtains access from Bali Way.

Chace Park Activity Area: Parking lot 4 on Parcel 49M, lot 2 on Parcel 49R and lot 16 on Parcel EE provide public parking within this activity area. This activity area includes the Chace Park Recreation Area, boat slips, a Yacht Club (a public facility), the Aquatic Center and other uses. The total available parking supply within this activity area currently is 437 spaces. A brief description of each of the lots serving this activity area follows.

Parking Lot 4 on Parcel 49M is located at 13500 Mindanao Way, south of Mindanao Way and west of Admiralty Way. There are currently 140 spaces on this overflow lot. This lot obtains access from Mindanao Way.

Parking Lot 2 on Parcel 49R is located at 13477 Fiji Way, south of the parking lot 4 on Parcel 49M. There are currently 458/239 parking / boat trailer spaces on this lot. This lot obtains access from Fiji Way and provides a public boat launch ramp facility.

Parking lot 16 on Parcel EE is located at 13650 Mindanao Way, south of Mindanao Way and west of Admiralty Way. There are 58 metered parking spaces on this lot. This lot obtains access from Mindanao Way.

Fiji Way Activity Area: Parking lot 1 on Parcel W and Dock 52 on Parcel 52 provide public parking currently for this activity area. Overflow lots along Fiji Way (located on the south side of Fiji Way) provide parking for the employees of various government offices. During peak holiday weekdays and weekend days, these lots may be used by County permit for employees of Fisherman's Village. This activity area includes the Fisherman's Village, Restaurants, Offices, Docks and other uses. Lot 1 on Parcel W is the principal parking lot for the Fisherman's Village Commercial Development as well as Shanghai Reds Restaurant and the Charter Boat Companies. The total available parking supply within this activity area is currently 738 spaces. The Overflow lots provide an additional 252 spaces. A brief description of each of the lots serving this activity area follows.

Parking Lot 1 on Parcel W is located at 13737 Fiji Way, west of Fiji Way, in the Fisherman's Village area. There are currently 502 parking spaces on this lot including the spaces available in the surface parking lot on Parcel 55. This lot obtains access from Fiji Way. As stated earlier, this lot is used by Fisherman's Village commercial and restaurant uses predominantly and to a certain extent, by the general public for recreational uses. Detailed surveys were conducted at this lot by Raju Associates Inc to determine the magnitude of public parking within this lot.

Parking lot at Dock 52 on Parcel 52 is located at 13501 Fiji Way, north of Fiji Way, adjacent to the Dock 52 area and is characterized as a temporary parking lot in the LCP. There are currently 236 parking spaces on this lot. This lot obtains access from Fiji Way and provides parking to County offices, charter and fishing boat activities and the general public for recreational purposes. Public parking demand information from a parking study prepared for the Fisherman's Village Development was obtained and verified as part of this study.

The Overflow Lots along Fiji Way are owned by the State Department of Fish and Game. There are currently 252 spaces in these lots. These lots obtain access from Fiji Way. Parking demands at these lots have been included for informational purposes only and are not included in the determination of public parking supply requirements for the Fiji Way Activity Area since no public

parking for recreational purposes are allowed in these lots.

North Shore Activity Area: The parking lot 13 on Parcel 3S provides most of the public parking spaces within this activity area. This activity area mostly serves local residents, fishermen, beachgoers and nearby house guests. The total available parking supply provided by the overflow lot 13 within this activity area is 140 spaces. Access to lot 13, located at 4601 Via Marina is obtained from Via Marina.

Parking lot 12 on Parcel FF, adjacent to Mother's Beach activity area, is also a public parking lot, per the Local Coastal Plan (LCP). There are 201 spaces in this lot. However, in the past few years, this overflow lot has not been used much by the general public for recreational purposes but has been used mostly for construction staging and by construction vehicles during construction. No public demand has been noticed in this lot. Therefore, no further analysis of this parking lot 12 is conducted in this study. This lot is planned to be removed from the list of public parking lots in the future pending a Plan Amendment is approved by the California Coastal Commission.

Summarizing, the overall parking supply within the five activity areas available to the general public is as follows:

	Activity Area	Number of Existing Parking Spaces
A	Mother's Beach	843
B	Admiralty Park	340
C	Chace Park	437
D	Fiji Way (*)	738
E	North Shore	140

(*) – Fiji Way activity area includes lots 1 and Dock 52. The parking lot 1 is the primary lot for the Fisherman's Village, Shanghai Reds Restaurant and Charter Boat companies. Similarly, Dock 52 lot is used by County office employees, charter boat users and the general public. Therefore, both these lots are used mostly by private uses and although, public parking is allowed on lot 1, not all of the supply is utilized for public recreational purposes.

PARKING DEMAND OR UTILIZATION SURVEYS

Parking demand survey data was obtained from the Los Angeles County Department of Beaches and Harbors, Parking Section for peak holiday weekdays and weekend days including holidays. The following three holiday weekends were surveyed and information compiled for the years 2005 and 2007:

- Three days prior to and on the July 4th Holiday
- Friday through Monday prior to and on the Memorial Day Holiday
- Friday through Monday prior to and on the Labor Day Holiday

It has been observed that these weekends and weekdays prior to the holidays happen to exhibit the maximum utilization of public parking spaces in the Marina every year. Therefore, these peak weekends and weekdays were included in the study.

Additionally, parking demand or occupancy surveys at all public parking lots in Marina del Rey on a typical weekday and weekend day between the hours of 10 AM and 8 PM was conducted by Raju Associates' staff and information was compiled for analysis. The survey information included parking demand or occupancy numbers at each of the public lots in operation within each of the activity areas between the hours of 10 AM and 8 PM on each of the survey days.

Special surveys at parking lots W, GR and NR and adjoining lots were conducted by Raju Associates to ascertain the composition of all the users of each of these lots. The number of parking spaces occupied by public recreational users was measured on a typical weekday and weekend day and the peak public demand data was obtained using normalization techniques. Surveys and observations at the Casa Escobar (Parcel 27) parking lot, Organic Panificio (Parcel 33) parking lot, NR lot and the Cheesecake Factory and GR parking lots were conducted on a typical weekday and weekend day and the associated public parking demands were noted. These demands were utilized in the determination of public parking requirements analysis in the study and included in the estimation of current and future public parking demands within the Mother's Beach activity area.

Therefore, in summary, parking demands throughout the day on weekdays and weekend days were compiled for analysis of the following conditions.

- Typical conditions
- Peak holiday conditions for the July 4th celebrations
- Peak Memorial Day holidays
- Peak Labor Day holidays

All of this parking demand data from surveys and the compiled information is attached in Appendix A2 of this report. Additionally, the data from special surveys noted earlier are also included in Appendix A3.

Typical Weekday & Weekend Day Parking Conditions

The public parking demands and occupancies for each of the activity areas for typical weekdays and weekend days are shown in Figures 4-1, 4-2, 5-1, and 5-2, respectively. Tables 1 and 2 summarize the peak overall and public parking demands and utilizations and the time of day that they occurred for typical weekdays and weekend days, respectively for each of the activity areas in the Marina. These typical parking demands are observed in the Marina for more than 300 days every year.

From Tables 1 and 2, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum observed public parking occupancy was 13% and 12% during typical weekdays and weekend days, respectively. This demand did not include Cheesecake Factory restaurant parking in Lot GR in addition to the public recreational use parking demand. However, with the commercial use parking demands and the overall public parking demands, the maximum observed parking occupancy within this activity area was 16% and 21% during typical weekdays and weekend days, respectively.

- In the Admiralty Park Activity Area, the maximum observed parking occupancy was 9% and 29% during typical weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum observed parking occupancy was 18% and 31% during typical weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum observed parking occupancy was 28% and 53% during typical weekdays and weekend days, respectively. This demand included Fisherman's Village and other uses parking in Lots W and Dock 52. However, the maximum observed typical weekday and weekend public parking occupancies were 5% and 11%, respectively.
- In the North Channel Activity Area, the maximum observed parking occupancy was 11% and 23% during typical weekdays and weekend days, respectively.

Occupied Spaces Unused Parking

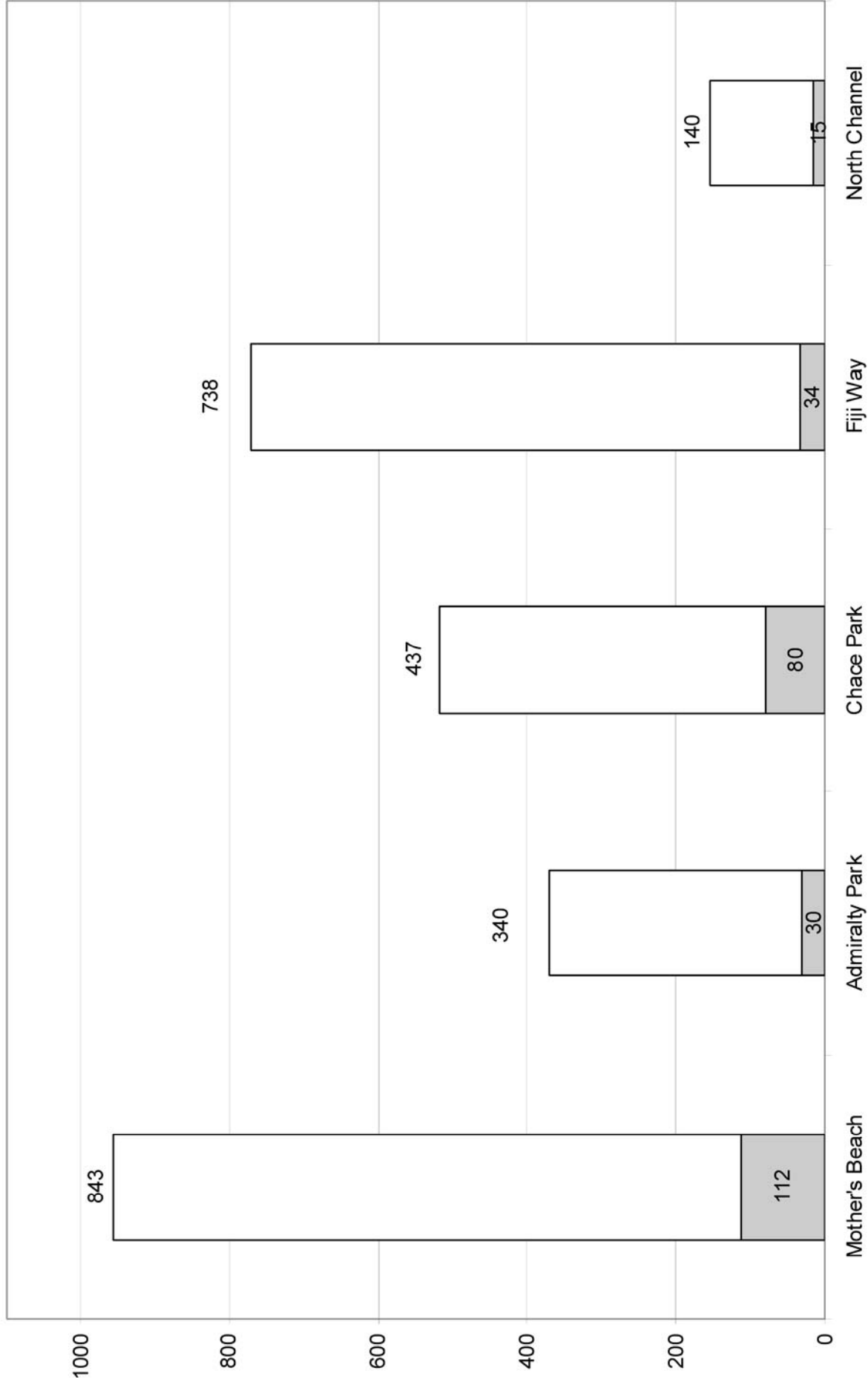


FIGURE 4-1
TYPICAL WEEKDAY EXISTING PARKING DEMAND BY ACTIVITY AREA

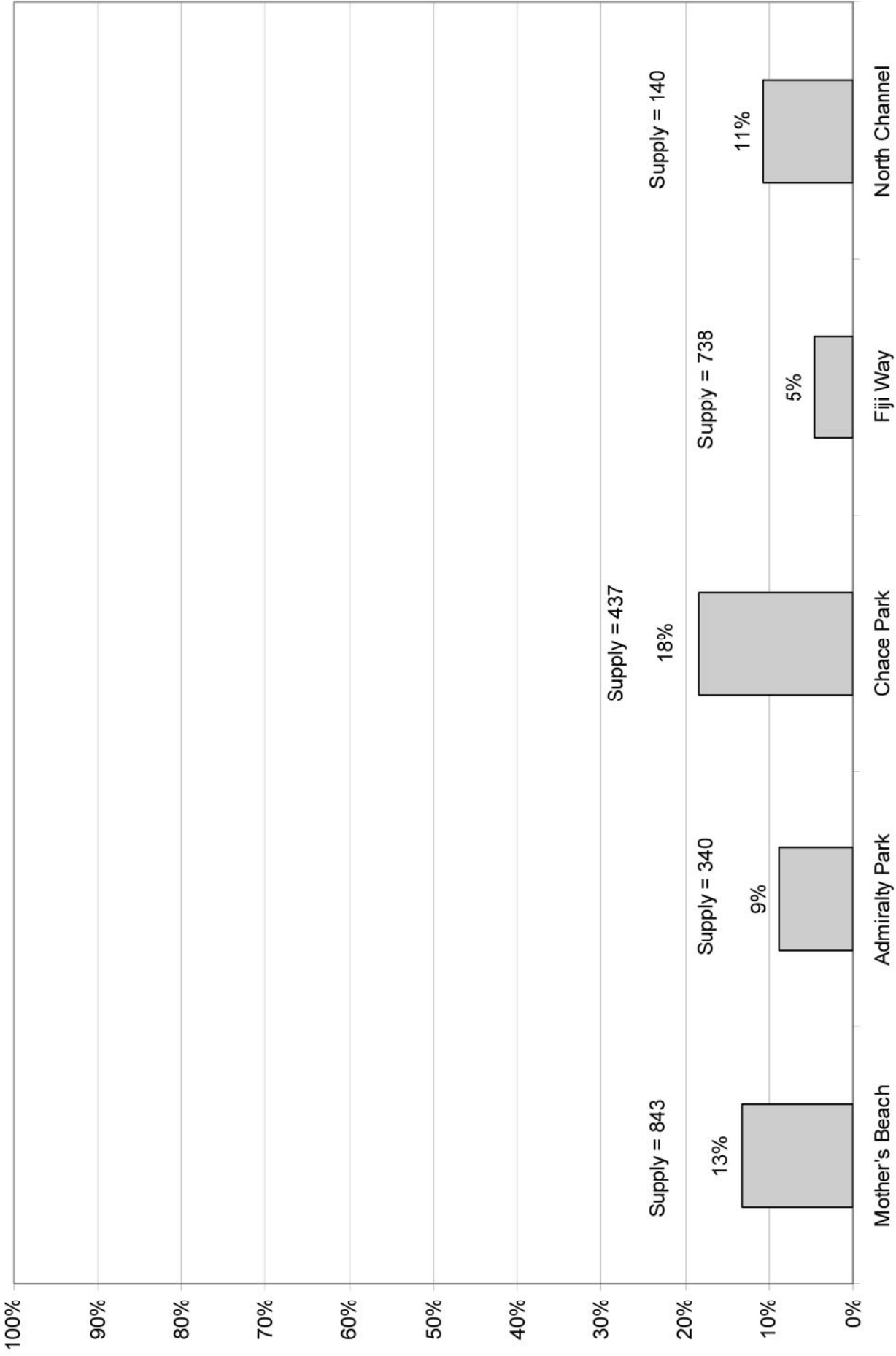


FIGURE 4-2
TYPICAL WEEKDAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA



Occupied Spaces Unused Parking

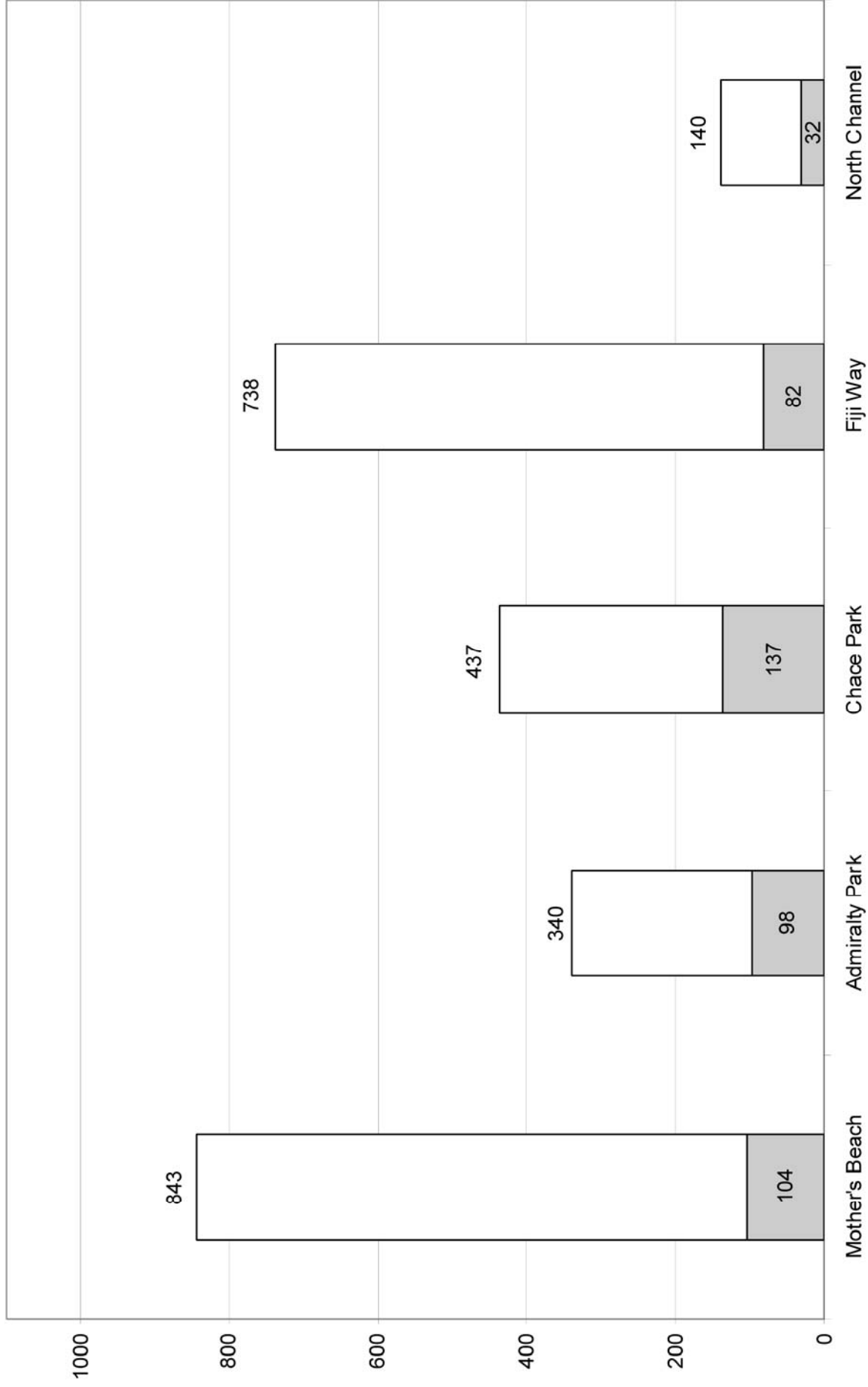


FIGURE 5-1
TYPICAL WEEKEND DAY EXISTING PARKING DEMAND BY ACTIVITY AREA



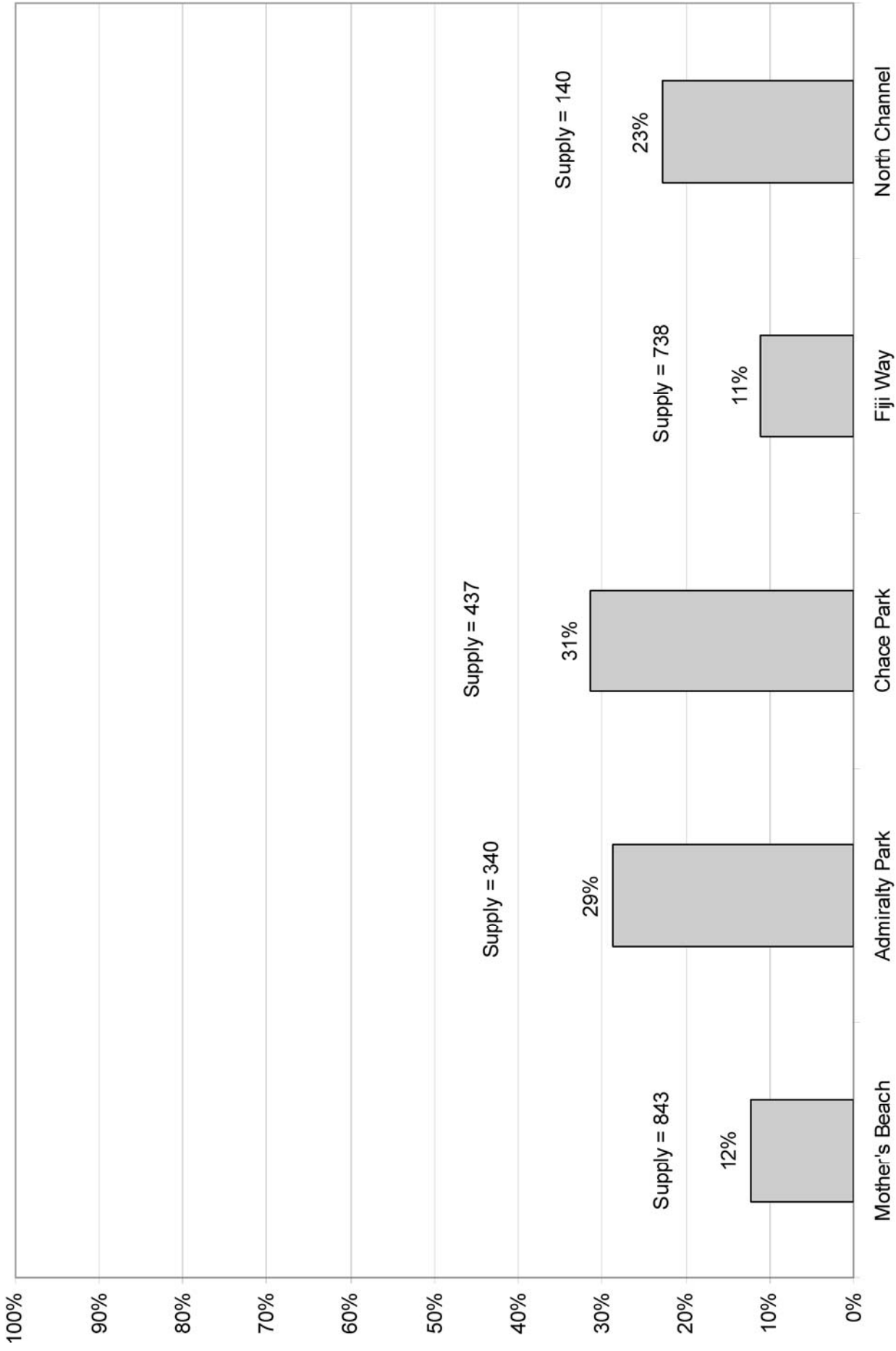


FIGURE 5-2
TYPICAL WEEKEND DAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA

TABLE 1
TYPICAL WEEKDAY EXISTING PARKING DEMAND & OCCUPANCIES

#	Activity Area	Parking Supply	Typical Weekday Peak Demand	Typical Weekday Peak Occupancy	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	843	Public: 112 All: 133	Public: 13% All: 16%	1PM
2	Admiralty Park (5-U, 7-Q)	340	30	9%	4PM
3	Chace Park (2-49R, 4-49M, EE)	437	80	18%	1PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	738	Public: 34 All: 206	Public: 5% All: 28%	4PM 8PM
5	North Channel (13-3S)	140	15	11%	8PM

TABLE 2
TYPICAL WEEKEND DAY EXISTING PARKING DEMAND & OCCUPANCIES

#	Activity Area	Parking Supply	Typical Weekend Day Peak Demand	Typical Weekend Day Peak Occupancy	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	843	Public: 104 All: 180	Public: 12% All: 21%	1PM 8PM
2	Admiralty Park (5-U, 7-Q)	340	98	29%	4PM
3	Chace Park (2-49R, 4-49M, EE)	437	137	31%	4PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	738	Public: 82 All: 391	Public: 11% All: 53%	1PM
5	North Channel (13-3S)	140	32	23%	8PM

In summary, for most of the year (i.e., more than 300 days in any year), all the parking lots within each of the Activity Areas in Marina del Rey are very underutilized. The maximum public parking occupancy that was noted in the Chace Park activity area on a typical weekend day was 31% at peak times of the day. All other activity areas are currently showing maximum public parking occupancies of 5 to 18% during typical weekdays and 12 to 31% during weekend days indicating a large amount of unused excess parking for most of the time throughout the year.

Detailed demand analyses by day and lot, and by activity area are attached in Appendices B-1 and B-2 of the report.

Peak Holiday Weekday & Weekend Day Parking Conditions

The maximum parking demands and occupancies for each of the activity areas for peak holiday weekdays and weekend days (July 4th, Memorial Day and Labor Day Holidays were analyzed as noted earlier) are shown in Figures 6-1, 6-2, 7-1, and 7-2, respectively. Tables 3 and 4 summarize the peak overall and public parking demands and utilizations for key holiday weekdays and weekend days, respectively for each of the activity areas in the Marina. These key holidays parking demands are observed in the Marina mainly during the non-working weekdays and weekend days prior to the three major holidays, namely the 4th of July, Memorial Day and Labor Day every year. The actual holiday parking demands are not included in this assessment since it is recommended that a comprehensive parking management plan be implemented to meet the demands on these holidays, especially the 4th of July holiday. During the Boat Parade Day and Halibut Derby event days, only specific parking lots within the various activity areas are utilized by the participants and viewers, and as such, these are special event days when a parking management plan to manage and control parking in the Marina Del Rey area should be implemented.

■ Occupied Spaces ■ Unused Parking

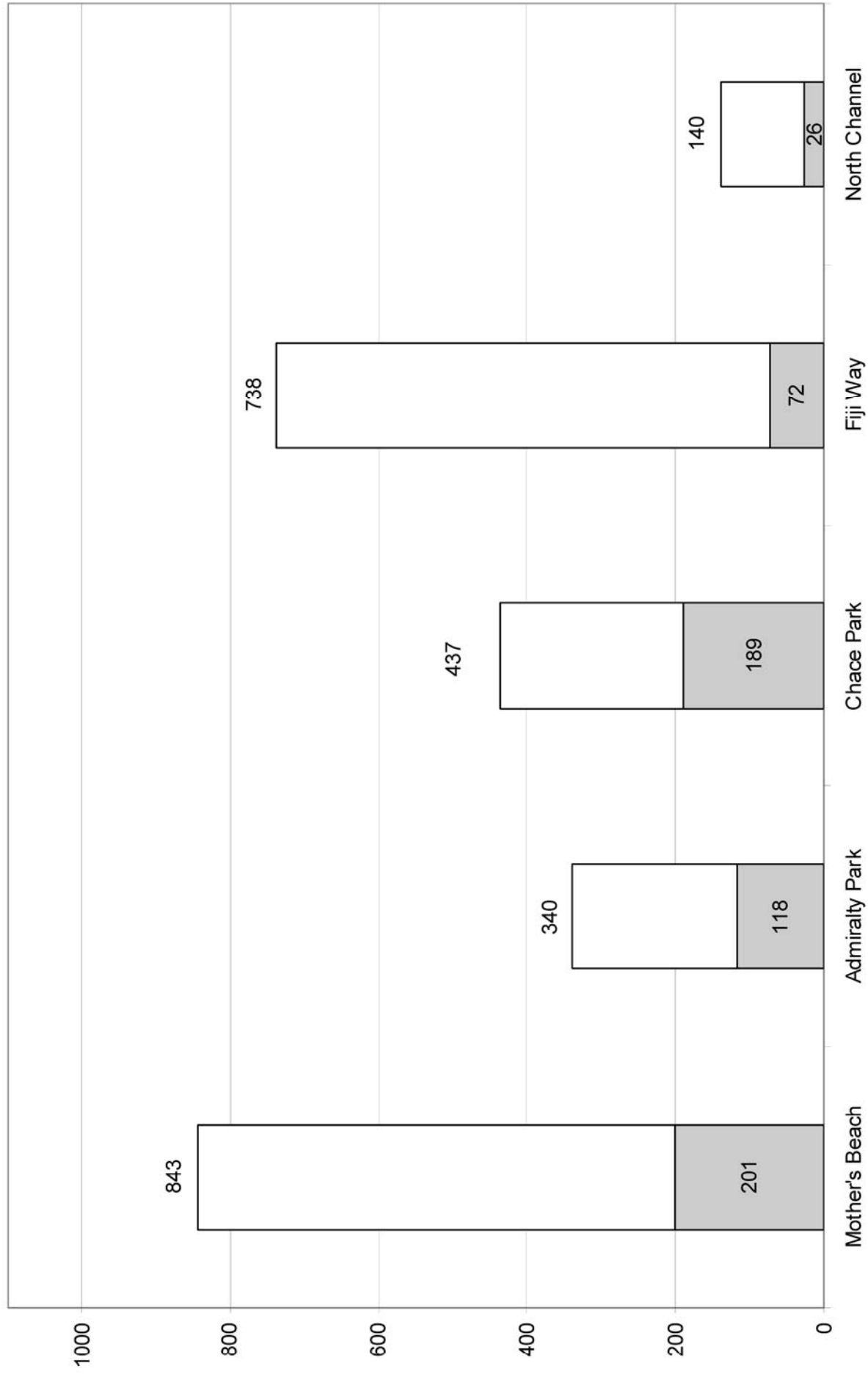


FIGURE 6-1
PEAK WEEKDAY EXISTING PARKING DEMAND BY ACTIVITY AREA



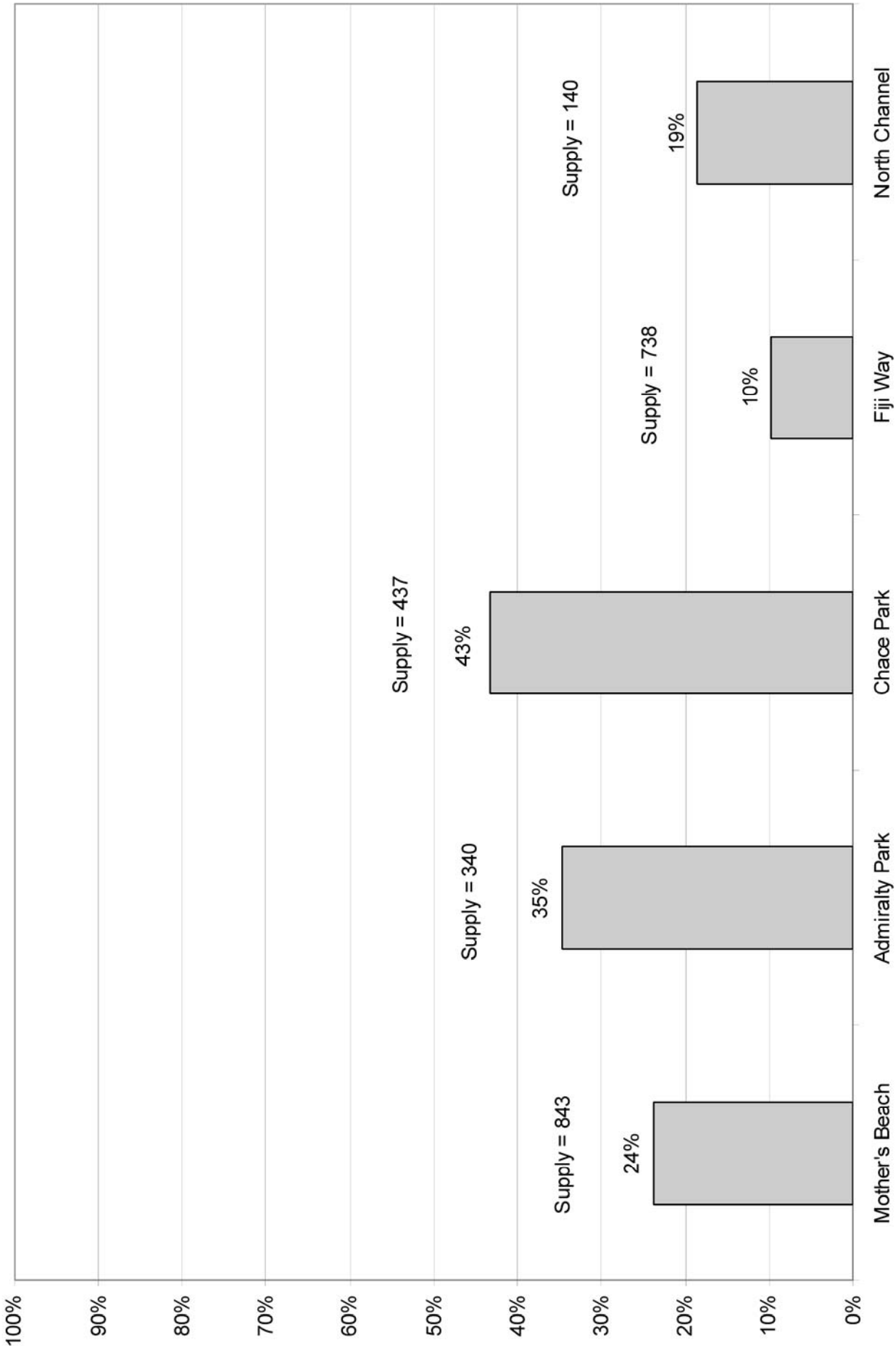


FIGURE 6-2
PEAK WEEKDAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA

Occupied Spaces Unused Parking

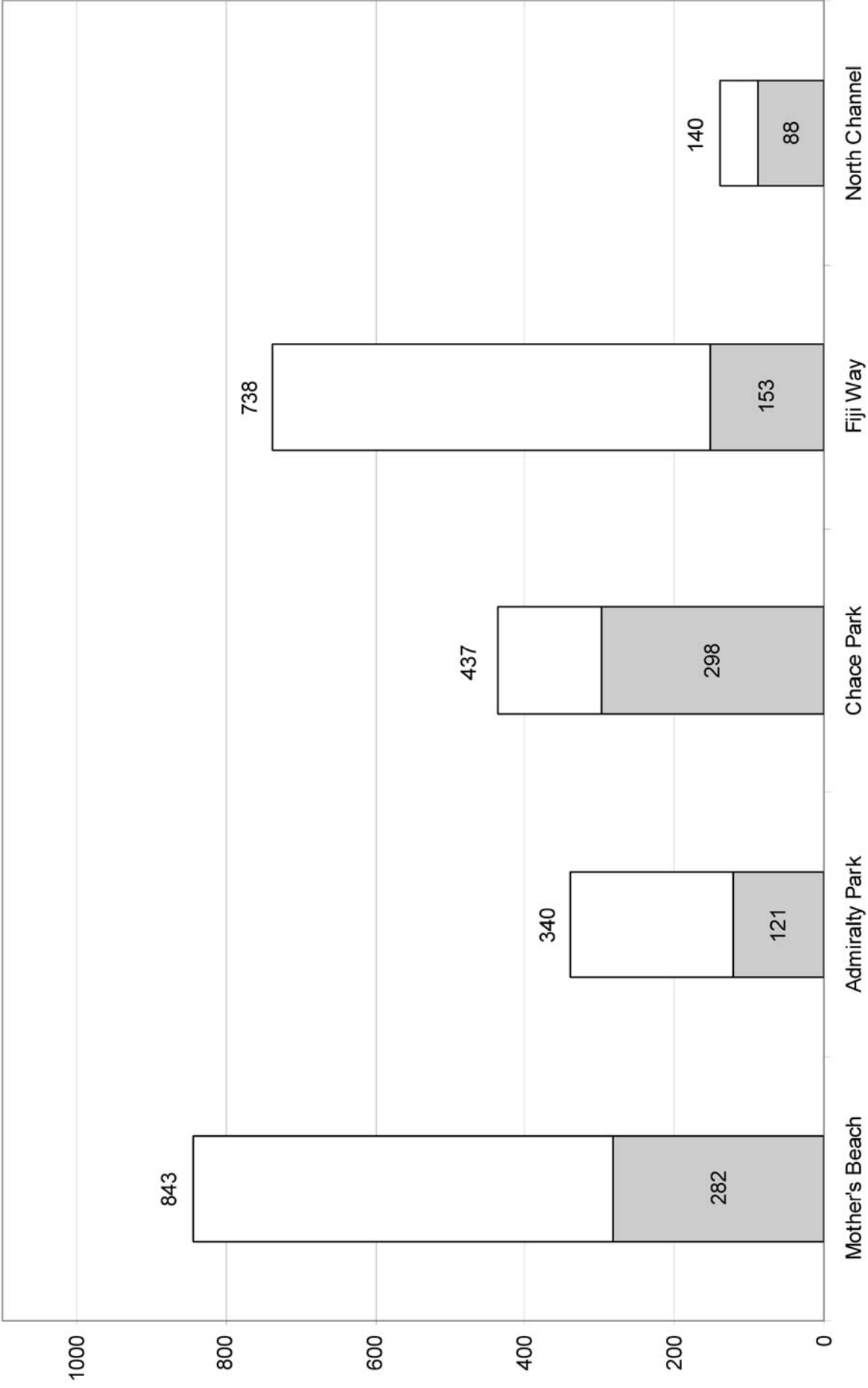


FIGURE 7-1
PEAK WEEKEND DAY EXISTING PARKING DEMAND BY ACTIVITY AREA



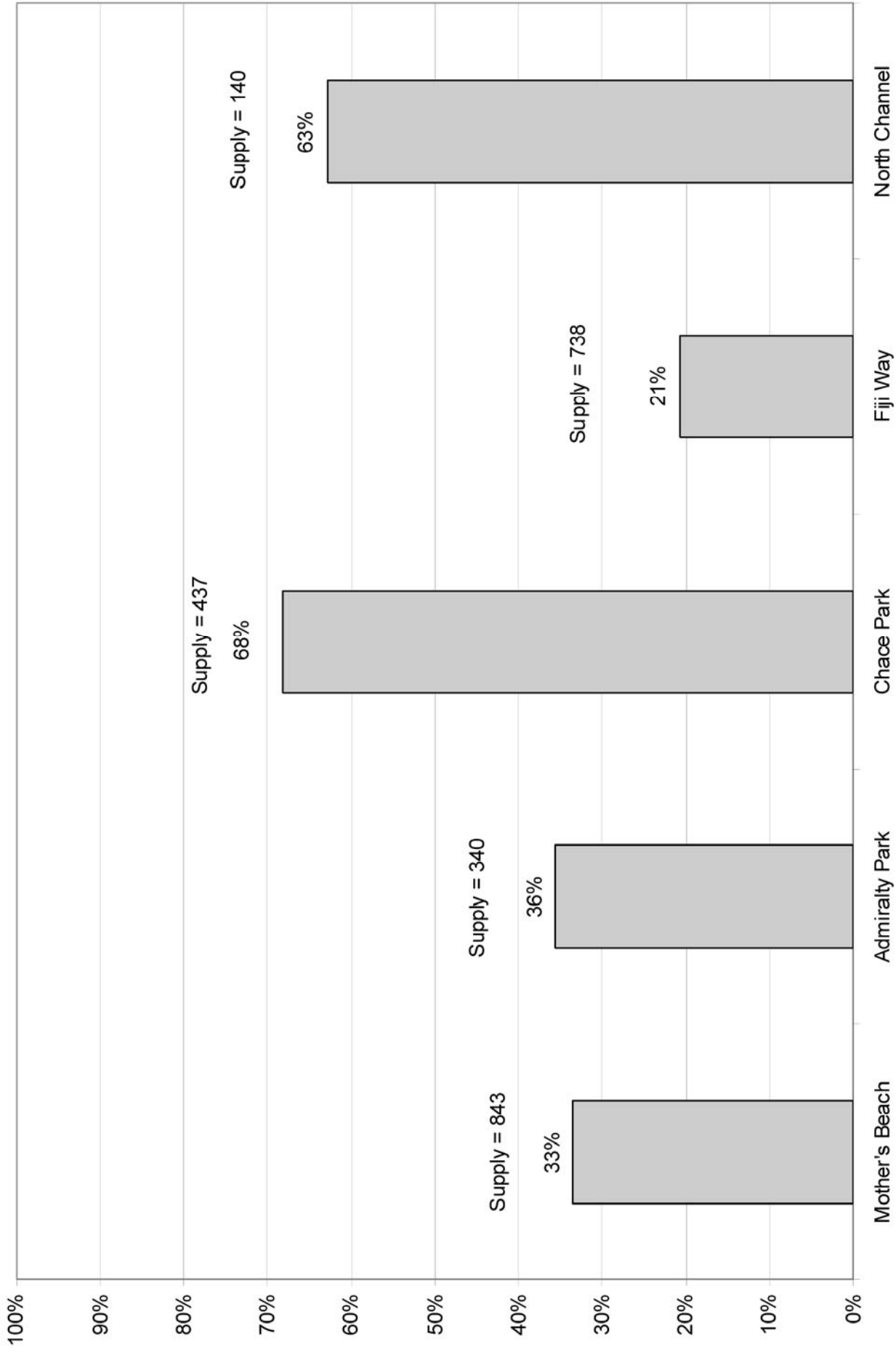


FIGURE 7-2
PEAK WEEKEND DAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA



TABLE 3
PEAK WEEKDAY EXISTING PARKING DEMAND & OCCUPANCIES

#	Activity Area	Parking Supply	Peak Weekday Demand	Peak Weekday Occupancy	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	843	Public: 201 All: 300	Public: 24% All: 36%	8PM
2	Admiralty Park (5-U, 7-Q)	340	118	35%	10AM
3	Chace Park (2-49R, 4-49M, EE)	437	189	43%	1PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	738	Public: 72 All: 491	Public: 10% All: 67%	8PM
5	North Channel (13-3S)	140	26	19%	8PM

TABLE 4
PEAK WEEKEND DAY EXISTING PARKING DEMAND & OCCUPANCIES

#	Activity Area	Parking Supply	Peak Weekend Day Demand	Peak Weekend Day Occupancy	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	843	Public: 282 All: 436	Public: 33% All: 52%	4PM
2	Admiralty Park (5-U, 7-Q)	340	121	36%	4PM
3	Chace Park (2-49R, 4-49M, EE)	437	298	68%	4PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	738	Public: 153 All: 678	Public: 21% All: 92%	4PM
5	North Channel (13-3S)	140	88	63%	4PM

From Tables 3 and 4, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum observed overall parking occupancy including the Cheesecake Factory demand was 36% and 52% during peak weekdays and weekend days, respectively. The maximum observed peak public parking occupancy was 24% and 33% during holiday peak weekdays and weekend days, respectively.
- In the Admiralty Park Activity Area, the maximum observed parking occupancy was 35% and 36% during peak weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum observed parking occupancy was 43% and 68% during peak weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum observed overall parking occupancy was 67% and 92% during peak holiday weekdays and weekend days, respectively. These demands included those associated with Fisherman' Village commercial and other uses as well as those associated with other uses served by Dock 52 parking. The maximum observed peak public parking occupancy (based on specialized surveys of all users to identify public parking patronage conducted by Raju Associates Inc) was 10% and 21% during holiday peak weekdays and weekend days, respectively.
- In the North Channel Activity Area, the maximum observed parking occupancy was 19% and 63% during peak weekdays and weekend days, when no other events are serviced, respectively.

In summary, for approximately 10 days in any year, the parking lots within each of the Activity Areas in Marina del Rey are somewhat better utilized. The maximum occupancy that was noted other than in the Fiji Way Activity Area was 68% in the Chace Park activity area. The maximum occupancy in the Fiji Way activity area that was noted on the peak weekend day was 92% in lots W and Dock 52. The Overflow Lots adjacent to this activity area provided additional public parking supply to bring the overall occupancy to approximately 80% indicating that there was still more than adequate available public parking within the Fiji Way Activity Area and the overflow parking lots during peak holiday weekend days. All other activity areas are currently showing maximum occupancies of 19 to 43% during peak weekdays and 33 to 68% during peak weekend days indicating a number of unused excess parking even during the peak times every year.

The purpose of this parking study is to right-size public parking supply serving each of the activity areas in the long-term (year 2030) future conditions taking into account the ambient growth and potential other public amenities development such as additional boat slips or storage and expansion of Chace Park within the Marina and their anticipated additional demands on public parking. The ambient growth includes all other growth in the region that would potentially add parking demand and was assumed to be equal to the ambient observed traffic growth in this area. A detailed assessment of these conditions is presented in the following chapter.

III. LONG-TERM FUTURE PUBLIC PARKING ASSESSMENT

This chapter provides a description of the various components that affect public parking dynamics throughout the Marina. Detailed estimations and assessments of public parking demands in the future within each of the activity areas in the Marina are performed in this chapter. A discussion of the methodology used in the preparation of these forecasts including key assumptions, parameters and other relevant information is also provided in this chapter.

The future year 2030 long-term parking evaluations included in this chapter address typical weekday and weekend day conditions as well as peak holiday weekday and weekend day conditions. Detailed assessments of all these scenarios within each of the activity areas are provided in the following sections.

FUTURE LONG-TERM (YEAR 2030) PUBLIC PARKING DEMAND ESTIMATION

The future parking demands at the various public parking lots are dependent upon the following key elements – current or existing parking demands, anticipated ambient growth due to general growth in population and anticipated growth in public parking demand due to potential expansion of public facilities and amenities (such as additional boat storage or slips and expansion of Chace Park). Further, where private commercial and public parking demands affect the occupancies of the public parking lots, only the public parking component would need to be isolated and used in the development of future public parking demand forecasts. Conversely, where public parking demand is occurring at private free parking lots adjacent to public parking lots, this demand has been captured and utilized in the development of overall future public parking demands within each of the activity areas, in this study.

The methodology used in the estimation of both peak public parking demands on typical weekdays and weekend days as well as peak holiday weekdays and weekend days is as follows:

1. Identify / determine the peak public parking demands on typical and peak weekdays and weekend days
2. Apply the anticipated ambient growth rate of 0.6% per year for 22 years based on the projected ambient traffic growth in this area. The 0.6% per year growth rate is the annual growth rate used by the Department of Public Works for projecting traffic growth in the Marina del Rey area
3. Apply the anticipated additional parking demand for specific activity areas based on anticipated additional facilities. Both Mother's Beach and Chace Park Activity Areas are anticipated to have additional facilities

Future Long-Term Typical Weekday and Weekend Day Parking Demands

Utilizing the methodology described in the previous section, the future long-term typical weekday and weekend day public parking demands were estimated. Table 5 summarizes the peak parking demands and the time of day that these public parking demands are anticipated for typical weekdays and weekend days, within each of the activity areas in the Marina. Again, it is worth noting that these typical parking demands are anticipated in the Marina for more than 300 days every year.

From Table 5, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum estimated overall parking demand was 167 spaces and 231 spaces during typical weekdays and weekend days, respectively. These estimates include the parking demands associated with the Cheesecake Factory restaurant use. The maximum estimated public parking demand was 143 spaces and 145 spaces during typical weekdays and weekend days, respectively.
- In the Admiralty Park Activity Area, the maximum estimated parking demand was 34 and 111 spaces during typical weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum estimated parking demand was 92 and 159

TABLE 5

TYPICAL WEEKDAY & WEEKEND DAY FUTURE ANTICIPATED PARKING DEMAND

#	Activity Area	Typical Weekday Peak Parking Demand	Time	Typical Weekend Day Peak Parking Demand	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	Public: 143 All: 167	1PM	Public: 145 All: 231	1PM 8PM
2	Admiralty Park (5-U, 7-Q)	34	4PM	111	4PM
3	Chace Park (2-49R, 4-49M, EE)	92	1PM	159	4PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	Public: 38 All: 233	4PM 8PM	Public: 93 All: 443	1PM
5	North Channel (13-3S)	17	8PM	36	8PM

spaces during typical weekdays and weekend days, respectively.

- In the Fiji Way Activity Area, the maximum estimated parking demand was 233 and 443 spaces during typical weekdays and weekend days, respectively. These estimates include the parking associated with the Fisherman's Village commercial use as well as other uses including the Charter Boat companies. The maximum estimated public parking demand was 38 spaces and 93 spaces during typical weekdays and weekend days, respectively.
- In the North Channel Activity Area, the maximum estimated parking demand was 17 and 36 spaces during typical weekdays and weekend days, respectively.

In summary, for most of the year (i.e., more than 300 days in any year), the maximum future overall parking demand on typical weekdays and weekend days that was estimated was in the Fiji Way Activity Area. The maximum estimated future public parking demand on typical weekdays and weekend days that was estimated was in the Mother's Beach and Chace Park activity areas, respectively.

Detailed demand analyses by day and lot and by activity area are attached in Appendices C-1 and C-2 of the report.

Peak Holiday Weekday & Weekend Day Parking Conditions

The maximum parking demands for each of the activity areas for peak holiday weekdays and weekend days (July 4th, Memorial Day and Labor Day Holidays were analyzed as noted earlier) were estimated using the methodology described earlier in this chapter. Table 6 summarizes the peak parking demands and the times of day when they occur for key holiday weekdays and weekend days, for each of the activity areas in the Marina. These key holidays parking demands are estimated mainly during the non-working weekdays and weekend days prior to the three major holidays (namely the 4th of July, Memorial Day in May and Labor Day in September every year).

From Table 6, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum estimated peak overall parking demand was 364 spaces and 535 spaces including Cheesecake Factory restaurant parking

TABLE 6
PEAK WEEKDAY & WEEKEND DAY FUTURE ANTICIPATED PARKING DEMAND

#	Activity Area	Peak Weekday Parking Demand	Time	Peak Weekend Day Parking Demand	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	Public: 252 All: 364	8PM	Public: 360 All: 535	4PM
2	Admiralty Park (5-U, 7-Q)	134	10AM	137	4PM
3	Chace Park (2-49R, 4-49M, EE)	222	1PM	360	4PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	Public: 82 All: 556	8PM	Public: 173 All: 768	4PM
5	North Channel (13-3S)	29	8PM	100	4PM

demand in GR as well as the other public parking demands during peak holiday weekdays and weekend days, respectively. The maximum estimated future peak public parking demand was 252 spaces and 360 during holiday peak weekdays and weekend days, respectively.

- In the Admiralty Park Activity Area, the maximum estimated parking demand was 134 spaces and 137 spaces during peak holiday weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum estimated parking demand was 222 spaces and 360 spaces during peak holiday weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum estimated overall parking demand was 556 spaces and 768 spaces during peak holiday weekdays and weekend days, respectively. Again, this estimate includes the demands associated with the Fisherman's Village commercial uses as well as other uses served by lots W and Dock 52. However, the maximum estimated peak public demand was 82 spaces and 173 spaces during peak holiday weekdays and weekend days, respectively.
- In the North Channel Activity Area, the maximum estimated parking demand was 29 spaces and 100 spaces during peak holiday weekdays and weekend days, respectively.

In summary, during the peak holiday weekdays and weekend days of the year (i.e., for approximately two weeks or 10 days during the 4th of July, Memorial Day and Labor Day holiday weeks), the maximum future peak public parking demand that was estimated was in the Mother's Beach and Chace Park Activity Areas. The maximum overall peak holiday weekday and weekend day parking demand that was estimated was in the Fiji Way activity area. As stated earlier, this overall demand included the parking demand associated with Fisherman's Village commercial and other uses served by lots W and Dock 52.

The actual holiday day's parking demands are not included in this assessment since it is anticipated that a comprehensive parking management plan will be implemented to accommodate those demands.

A parking management plan is a powerful tool consisting of a set of actions that can be employed to manage and control parking within an area such as Marina del Rey. The parking management

plan includes numerous key elements or components that work together to achieve the primary goal of managing and controlling parking operations in a specific area. The key elements may include identification of remote parking lots (parking supply); identification of all days when the use of these remote parking lots are needed; agreements with property owners that own and/or would allow operation of the remote parking lots during these days; shuttle vans or buses that would operate between these lots and various activity area destinations within Marina del Rey; appropriate signage plan to inform and direct/guide patrons to and from remote parking lots using the associated shuttle transport; and a detailed traffic management plan to guide patrons between various parking lots as well as the remote lots. One of the remote parking lots where event parking on holidays and weekend days is available is the parking structure on Parcel 76. The Los Angeles County through a parking covenant has obtained permission to use up to 860 legally striped parking spaces on holidays and weekend days. This lot could be used as a component of the parking management plan discussed above.

During the Boat Parade Day and Halibut Derby event days, only specific parking lots within the various activity areas are estimated to continue to be utilized by the event participants and viewers, and as such, these are special event days when a parking management plan to manage and control parking are recommended for implementation.

Detailed demand analyses by day and lot and by activity area are included in Appendices C-1 and C-2 of the report.

IV. PUBLIC PARKING REQUIREMENTS IN MARINA DEL REY

The Long-Term Future Year 2030 typical and peak holiday public parking demands estimated in the previous chapter are evaluated in this chapter. Based on the demand estimates for both typical and peak holiday weekend days, an appropriate measure of parking supply requirements is identified and minimum public parking supply requirements are suggested by activity area within the Marina Del Rey area.

PEAK PARKING DEMAND ESTIMATES BY ACTIVITY AREA

From the previous chapter, it was observed that the peak public parking demands within each of the activity areas varied widely between the activity areas themselves as well as between typical (300 plus) days of the year and peak holiday weekend days of a certain year.

The Fiji Way and Mother's Beach activity areas demand estimates that were developed in the previous chapter also included the overall demand at the various parking lots serving these areas. Special detailed surveys were conducted to isolate only the public parking demand component from these lots. Using the data from these days, public parking demands associated with the various parking lots and consequently, the activity areas were developed.

An examination of the current peak parking demands indicates the following:

On typical (300 plus days) weekdays and weekend days in a year, the current peak public parking demand varies between 5% on a weekday within Fiji Way activity area to 31% occupancies on a weekend day at the Chace Park activity area. However, on peak holiday weekdays and weekend days, the peak public parking demand varies between 10% on a weekday at the Fiji Way activity area to 68% occupancy on a weekend day at the Chace Park

activity area. These data indicate that not only are the demands highly variable, for most of the year, they are also much lower than the currently available parking supply indicating that most of the parking supply is greatly under-utilized throughout the year. On certain peak weekday and weekend days of holiday weeks, and special event days, some of these parking lots within the activity areas get better utilization.

The demand data indicates that determination of an average value would not be very useful in ascertaining the required parking supply by activity area due to the tremendous variation in the data. Statistical evaluation in cases such as these would involve determination of the 85th percentile or 90th percentile of the data (parking demand) and then assessing the supply requirements based on that.

The 85th percentile (or 90th percentile) value is defined as that value that 85% (or 90%) of the data in the value set are equal to or less than. The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th percentile is that position in a dataset that has 90% of the data equal to or less than it and 10% of the data greater than it.

PUBLIC PARKING SUPPLY REQUIREMENTS IN MARINA DEL REY

Both the 85th percentile and 90th percentile of peak parking demand data were determined for both the current as well as future anticipated peak conditions. Table 7 summarizes the 90th percentile future anticipated peak public parking demand by activity area within the Marina. As stated earlier, the public parking demand estimates were developed from the overall demands at the various lots based on specialized surveys conducted at lots W, Dock 52, NR and adjacent lots and GR where both public parking demand and adjacent commercial / other uses parking demands were involved.

From Table 7 it can be observed that the 90th percentile of the peak parking demand would vary between 100 spaces at the North Channel activity area to 360 spaces in the Mother's Beach activity area.

TABLE 7
90TH PERCENTILE FUTURE PEAK PUBLIC PARKING DEMAND BY ACTIVITY AREA

Activity Area	90th Percentile Future Peak Parking Demand
Mother's Beach	360
Admiralty Park	114
Chace Park	355
Fiji Way	165
North Channel	100

The minimum public parking supply requirement, from a conservative perspective, is typically approximately 10% more than the 90th percentile of the anticipated future peak parking demand for each of the activity areas. This would allow for patrons to find parking within the activity areas with relative ease rather than circling around and within the various parking lots within each of the activity areas. Table 8 and Figure 8 summarize the minimum parking supply requirements within each of the activity areas in the Marina.

The detailed analyses worksheets by activity area for current conditions and future anticipated 2030 peak conditions are included in Appendices D-1 and D-2.

Summarizing, based on the data, the following are recommended for public parking supply - Mother's Beach activity area: 400 spaces; Admiralty Park activity area: 125 spaces; Chace Park activity area: 390 spaces; Fiji Way activity area: 180 spaces; North Channel activity area: 110 spaces. Parking supply for shared commercial and other non-public recreational uses would need to be over and above the minimum public parking requirements noted above.

It is also worth noting that although recommended ranges of parking supply by activity area are provided in this study, one could park in any activity area within the Marina and use the Water Taxi and / or Shuttle to reach the final destination. Further, given the proximity of parking within one activity area to uses in another activity area, it is possible for patrons to use alternate activity area parking lots and walk to their final destination.

PARKING SUPPLY EVALUATION

The Fiji Way and Mother's Beach Activity Areas, as noted earlier, involve sharing of public parking lots by commercial (Fisherman's Village in Fiji Way), charter boat companies (in Fiji Way) and restaurant (Shanghai Reds in Fiji Way and Cheesecake Factory in Mother's Beach) uses with public recreational parking. The following sections provide an examination and analysis of the currently proposed parking within the activity areas in comparison to the minimum public parking requirements along with the private use parking demands, if any within the same activity areas.

TABLE 8
RECOMMENDED PARKING REQUIREMENTS BY ACTIVITY AREA

Activity Area	90th Percentile Future Peak Parking Demand	Recommended Minimum Public Parking Supply
Mother's Beach	360	400
Admiralty Park	114	125
Chace Park	355	390
Fiji Way	165	180
North Channel	100	110

■ Occupied Spaces □ Unused Parking

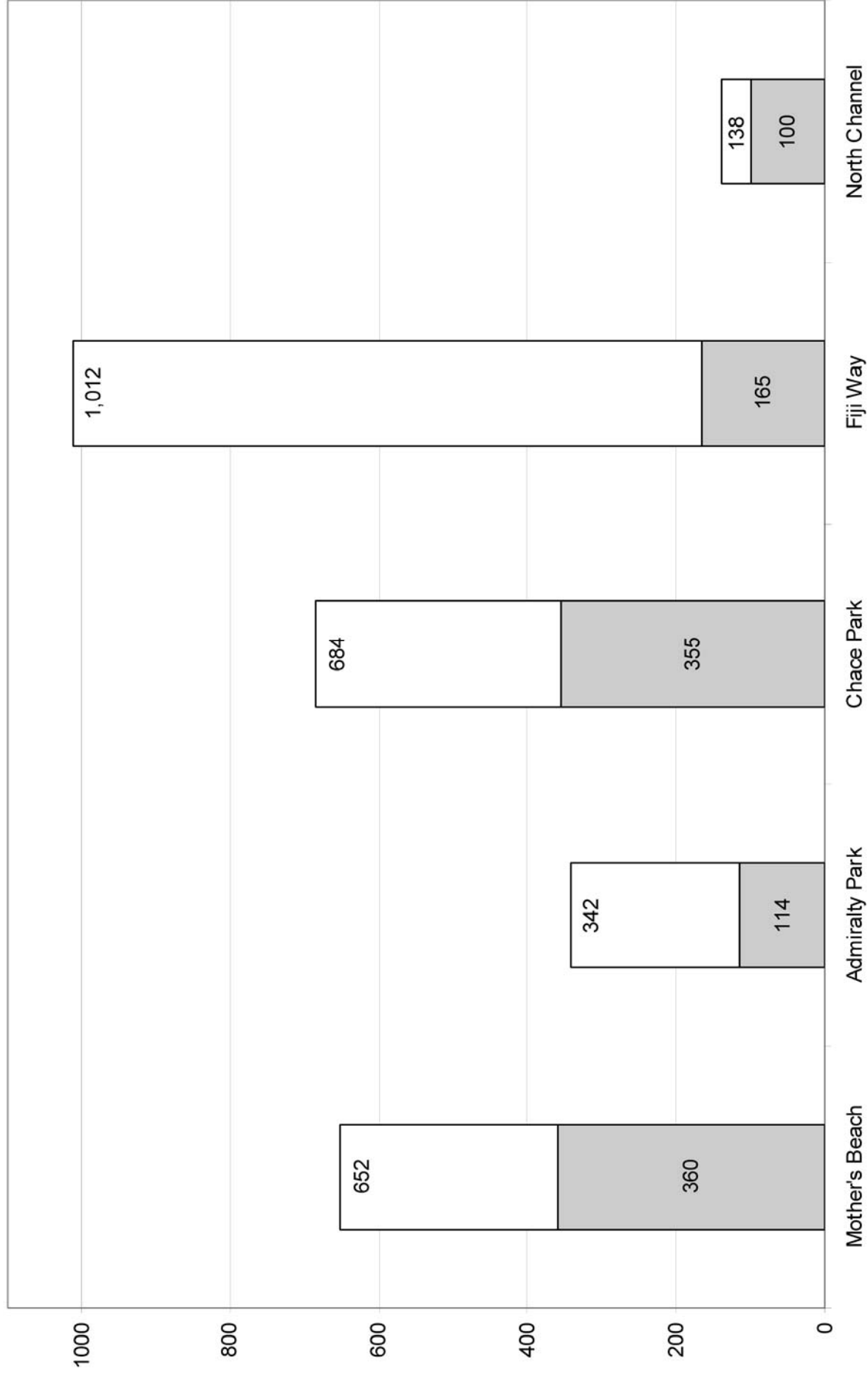


FIGURE 8
90TH PERCENTILE FUTURE PEAK PARKING DEMAND BY ACTIVITY AREA



Adequacy of the parking operations within each of the activity areas is also discussed in the following section.

Fiji Way Activity Area Overall Parking Analysis

The Fisherman's Village development as well as the Charter Boat Companies and others within the Fiji Way activity area share the parking lots 1 on Parcel W and Dock 52 on Parcel 52. These developments with their peak parking demand profiles per the studies conducted by the Proposed Fisherman's Village Expansion / Enhancement Project and the public parking demand profiles per the specialized surveys and analyses conducted by Raju Associates, Inc. are summarized in Appendix E. It can be summarized from Appendix E that the peak weekday maximum overall parking demand would be 788 spaces while the maximum overall peak parking demand on weekend days would be 930 spaces. The Fisherman's Village Enhancement / Expansion Project currently calls for an overall parking supply of 1,012 spaces to be shared by all uses including the public parking demand anticipated to be generated in the Future year 2030 conditions. The proposed parking supply would be adequate in terms of satisfying the shared need identified above. It is recommended that the public parking component be integrated into the Fisherman's Village Project throughout the day on all weekdays and weekend days, except on holidays when a parking management plan is recommended.

Mother's Beach Activity Area Overall Parking Analysis

The Cheesecake Factory Restaurant currently utilizes lot 11 on Parcel GR. A comparison of the minimum public parking requirement plus the Cheesecake Factory parking demand on lot 11 within the Mother's Beach activity area was made to the currently proposed public parking supply, within the same activity area. This overall demand was estimated to be 364 spaces on a peak weekday and 535 spaces on a peak weekend day including the Cheesecake Factory and all other potential additional boat slip development within the Mother's Beach activity area. The proposed supply within this activity area is currently planned to be approximately 650 spaces. Therefore, there would be adequate parking within this activity area with the currently proposed plan.

All other Activity Areas Parking Analyses

In addition to the above activity areas, a comparison of currently proposed parking supply to the minimum public parking requirements within each of the other activity areas (Admiralty Park, Chace Park and North Shore) was conducted. It was observed that the currently proposed parking plan provides more than adequate public parking supply within each of the other activity areas also.

Summarizing, the currently proposed parking plan provides more than the required minimum public parking supply requirements within all of the activity areas in Marina del Rey as shown below:

Activity Area Name	Recommended Minimum Public Parking Supply (Number of Spaces)	Excess Number of Parking Spaces based on Proposed Parking Plan
Mother's Beach (1)	400	117
Admiralty Park	125	217
Chace Park	390	294
Fiji Way (2)	180	92
North Shore	110	30

Note :

(1) – Parking lots in this activity area are shared by public and private uses. The Cheesecake Factory restaurant uses parking lot 11 on Parcel GR.

(2) – Parking lots in this activity area are also shared by public and private uses. Fisherman's Village, charter boats, the LACDBH office and others use parking lots 1 and Dock 52 within this activity area.

V. SUMMARY OF RECOMMENDATIONS & CONCLUSIONS

A comprehensive and detailed parking study has been performed by Raju Associates, Inc. to assess the public parking needs within the Marina del Rey area of the County of Los Angeles, California. Both current and future needs are assessed through the year 2030 and right-sizing of parking within various areas in Marina del Rey have been assessed as part of this study.

There are numerous public parking lots within the Marina del Rey area. They serve nearby residents as well as visitors to the Marina facilities. The public parking lots are all surface lots adjacent to specific attractions and serving a specific activity area. Past surveys and observations of utilization of these public parking lots have revealed that these lots are all greatly under-utilized to varying degrees almost throughout the year except for a few holidays and pre-holiday weekend days, even when the gate arms are up and no fee is charged.

A list of the public parking lots within the Marina that are evaluated in this study is provided below.

Lot Number	Parcel	Number of Parking Spaces	Remarks
1	W	502	Fisherman's Village and others use this lot
2	49R	239	
4	49M	140	
5	UR	220	Public Library uses 20 spaces
7	Q	120	
8	OT	183	FantaSea Yachts can use 94 spaces after 6 pm
9	NR	186	
10	IR	212	
11	GR	262	Cheesecake Factory uses this lot
12	FF	201	Not used much by anyone
13	3S	140	
16	EE	58	Metered parking spaces
Dock 52	52	236	LACDBH Office and others use this lot

This study is directed at identifying the appropriate parking supply to satisfy the current and anticipated future parking demands within various activity areas and right-sizing the parking lots (listed in the previous page) serving these activity areas. The estimation of parking demands for the future year 2030 was done using current observed parking demands and factoring in the growth anticipated from planned adjacent uses as well as from ambient growth due to growth in population over the next 20+ years. In addition, several new improvements for visitors at Mother's Beach and Chace Park were factored into demand figures.

Current and future parking demand and supply utilization analyses at each of the public parking lots within the Marina del Rey area were conducted in this study. Five major activity areas were identified and peak parking within these activity areas were determined. The supply needed to accommodate the current and future needs within each of the activity areas were also determined in this study and suggestions / recommendations for the same were made. The following executive summary highlighting the key findings of this study is presented.

- A total of 13 public parking lots and five activity areas were assessed within the study area for this project. The five activity areas are the Mother's Beach Activity area, Admiralty Park Activity area, Chace Park Activity area, Fiji Way Activity area and the North Channel Activity area.
- Parking supply surveys were conducted at each of the public parking lots within the study area by Los Angeles County Department of Beaches and Harbors staff and verified by Raju Associates. Based on the field inventory surveys, it was determined that the total public parking available within the studied Marina del Rey area was 2,699 spaces. This is different from the number of spaces noted in the Marina del Rey Land Use Plan (LUP) due to restriping of various lots after publication of the LUP to accommodate handicapped spaces and to improve efficiencies.
- Parking demand surveys at each of the public parking lots were conducted during the busiest weekends (Friday through Monday) of the years 2005 and 2007. Memorial Day, 4th of July and Labor Day weekends including the holidays were chosen to conduct the parking demand surveys. Additionally, a typical weekday and weekend day were chosen to conduct parking demand surveys to reflect typical conditions prevailing in the Marina for most of the year as it relates to parking.
- In addition to the demand surveys noted above, specialized surveys were conducted on a weekday and weekend day at all the parking lots where sharing of public parking spaces for private commercial uses are currently occurring. These were later utilized in determining the public parking demand component of the overall parking demand at these lots (as noted in the table above).

- The current peak public parking demand occupancies on typical weekdays and weekend days varies between 5% at Fiji Way activity area to 18% at Chace Park activity area during weekdays and 11% at Fiji Way activity area to 31% at Chace Park activity area during weekends. All other activity areas have parking occupancies of less than 18% and 31% on typical weekdays and weekend days, respectively. These occupancies are typical for most of the year (i.e., more than 300 days in a year).
- The current peak parking demand occupancies on peak holiday weekdays and weekend days varies between 10% at Fiji Way activity area to 43% at Chace Park activity area during weekdays and 21% at Fiji Way activity area to 68% at Chace Park activity area during weekend days. The Fiji Way activity area parking lots also accommodate parking demands associated with commercial and other uses adjacent to them. The public parking demand component only has been reflected in the numbers above. If the overall parking demand at the lots that serve the Fiji Way activity area including the commercial and other uses demand is examined then a 67% occupancy during peak weekdays and 92% during peak holiday weekends are observed. All other activity areas other than the Fiji Way activity area have parking occupancies of less than 43% and 68% on peak holiday weekdays and weekend days, respectively.
- The future anticipated peak parking demands on typical and peak holiday weekdays and weekend days were developed using anticipated ambient growth in the region as well as growth in public parking demand anticipated due to provision of additional public facilities within the Marina.
- Peak public parking demand estimates were developed by isolating the public parking demand component from various lots (Lot W, Dock 52 lot in Parcel 52, and Lot GR) and then applying the growth factors due to ambient growth and the additional demand associated with additional public facilities planned in the future. The public parking demand estimates from these lots were combined together to obtain the activity area public parking demands.
- These future anticipated demands varied greatly between activity areas as well as during typical and peak holiday weekdays and weekend days. Due to this wide variation in anticipated demands for each of the activity areas on weekdays and weekend days throughout the year, developing a measure of central tendency (such as mean or mode or median) was not meaningful. Instead, the 85th percentile and 90th percentile of the peak parking demands which are meaningful, in this context, were determined.
- The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th – percentile is that position in a dataset that has 90% of the data equal to or less than it and 10% of the data greater than it. The 90th percentile value states that at least 90% of the values in the set are less than or equal to this value.
- The 90th percentile of peak public parking demand at each of the activity areas was determined to be the following - Mother's Beach: 360 spaces; Admiralty Park: 114 spaces;

Chace Park: 355 spaces; Fiji Way: 165 spaces; and North Channel: 100 spaces.

- The minimum public parking supply at each of the activity areas was determined using the 90th percentile peak parking demand and increasing the same by 10% to facilitate satisfactory operations within each of the parking lots serving the individual activity areas. The increased 10% supply over the peak demand by activity area would allow patrons to find parking spaces in the various parking lots serving the activity lot without having to move around or circle around between and within parking lots. The recommended minimum number of required public parking spaces by activity area is shown below.

	Activity Area	90th-Percentile Parking Demand (number of spaces)	Recommended Minimum Number of Required Public Parking Spaces
A	Mother's Beach Activity Area	360	400
B	Admiralty Park Activity Area	114	125
C	Chace Park Activity Area	355	390
D	Fiji Way Activity Area	165	180
E	North Channel Activity Area	100	110

- Although these parking supply requirements have been recommended by activity area, it should be emphasized that one could park in any activity area within the Marina and use the Water Taxi or the Shuttle to reach the final destination.
- An evaluation of currently proposed public parking supply within each of the activity areas in comparison to the recommended range of minimum parking requirements was made. It was determined that more than adequate public parking supply would continue to be available within each of the activity areas. Included in the evaluation was also the overall future demand of both public and private parking demand versus proposed supply within each of the activity areas. It was determined that adequate overall parking supply would be available within each of the activity areas even those that include commercial and other users sharing parking within the public parking lots as shown in the table on the following page.

Activity Area Name	Recommended Minimum Public Parking Supply (Number of Spaces)	Excess Parking Supply based on Proposed Parking Plan (Number of Spaces)
Mother's Beach (1)	400	117
Admiralty Park	125	217
Chace Park	390	294
Fiji Way (2)	180	92
North Shore	110	30

Note :

(1) – Parking lots in this activity area are shared by public and private uses. The Cheesecake Factory restaurant uses parking lot 11 on Parcel GR.

(2) – Parking lots in this activity area are also shared by public and private uses. Fisherman's Village, charter boats, the LACDBH office and others use parking lots 1 and Dock 52 within this activity area.

During peak holidays namely Independence Day, Labor Day, and Memorial Day, and special event days such as Halibut Derby Day and Boat Parade Day, the parking within the Marina would need to be managed. A specific parking management plan should be developed to accommodate the peak holiday demands and shuttle people to their various specific destinations, where needed.

During weekends and holidays, the county has permission to use 860 legally-marked parking spaces in parcel 76 per the current parking covenant and this parking supply could be used during event days.

APPENDIX A1-A3

A-1 Parking Supply Inventory Table

A-2 Parking Demand Survey Data

A-3 Parking Demand Special Survey Data

APPENDIX A1

**Marina Del Rey Right Sizing Parking Study
Comparison of Public Parking Spaces Available (Parking Supply Inventory)**

DRAFT

Parking Lot	General Parking Spaces	Handicap	Other	Total Available Spaces (3)	LADBH Count	LCP Count	Potential Reason for Differences
Dock 52	226	10	0	236	239	245	Restriping for Handicapped Spaces
Fisherman's	485	17	0	502	439	483	Overall restriping of the parking lot for better efficiency Also includes Parcel 55 spaces that LADBH count doesn't.
Overflow	245	7	0	252	n/a	n/a	
Lot 2	438 / 219 Boat Trailer Spaces	12	8 [1]	458 / 239	234	466 / 233	Restriping for Handicapped Spaces
Lot 4	133	7	0	140	152	124	Overall restriping of the parking lot for better efficiency
Lot 16	54	4	0	58	n/a	60	Restriping for Handicapped Spaces
Lot 5	198	3	19 [2]	220	222	240	Restriping for Handicapped Spaces and to improve circulation
Lot 7	115	5	0	120	120	118	Overall restriping of the parking lot for better efficiency
Lot 8	177	6	0	183	183	186	Restriping for Handicapped Spaces
Lot 9	180	6	0	186	187	191	Restriping for Handicapped Spaces
Lot 10	209	3	0	212	209	216	Restriping for Handicapped Spaces
Lot 11	254	8	0	262	263	264	Restriping for Handicapped Spaces
Lot 12	194	7	0	201	206	207	Restriping for Handicapped Spaces
Lot 13	136	4	0	140	138	140	No difference

Note : [1] These spaces are reserved for boat washing purposes.

[2] These spaces are reserved for the Library by permit only.

[3] These spaces are based on Field inventory surveys conducted by Raju Associates, Inc. February 2009.

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

5/27/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	N/A	N/A	N/A	N/A	236
(Public Component)	N/A	N/A	N/A	N/A	
Fishermans	N/A	N/A	N/A	N/A	502
(Public Component)	N/A	N/A	N/A	N/A	
Overflow	N/A	N/A	N/A	N/A	252
Lot 2	33	35	32	28	239
Lot 4	32	37	22	13	140
Lot 5	115	97	58	45	220
Lot 7	3	0	3	6	120
Lot 8	1	0	0	7	183
Lot 9	8	11	9	13	186
Lot 10	2	1	1	0	212
Lot 11	15	79	53	109	262
(Public Component)	5	29	19	40	
Lot 12	0	2	3	2	201
Lot 13	5	3	3	16	140

Mother's Beach Demand (8,9,10,11)	47	112	84	150	843
Public Component [1]	37	62	50	81	
Admiralty Park (5,7)	118	97	61	51	340
Chace Park (2,4,EE)	123	130	112	99	437
Fiji Way Demand (Fisherman's Village, Dock 52)	0	0	0	0	738
Public Component	0	0	0	0	
North Channel (13)	5	3	3	16	140
Lot 12	0	2	3	2	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/28/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	N/A	N/A	N/A	N/A	236
(Public Component)	N/A	N/A	N/A	N/A	
Fishermans	N/A	N/A	N/A	N/A	502
(Public Component)	N/A	N/A	N/A	N/A	
Overflow	N/A	N/A	N/A	N/A	252
Lot 2	113	147	117	59	239
Lot 4	20	22	16	10	140
Lot 5	48	49	53	43	220
Lot 7	3	9	9	9	120
Lot 8	1	0	0	3	183
Lot 9	21	34	33	17	186
Lot 10	26	46	71	23	212
Lot 11	62	99	103	132	262
(Public Component)	7	11	11	15	
Lot 12	2	12	16	10	201
Lot 13	14	17	19	23	140

Mother's Beach Demand (8,9,10,11)	153	222	250	218	843
Public Component [1]	98	134	158	101	
Admiralty Park (5,7)	51	58	62	52	340
Chace Park (2,4,EE)	191	227	191	127	437
Fiji Way Demand (Fisherman's Village, Dock 52)	0	0	0	0	738
Public Component	0	0	0	0	
North Channel (13)	14	17	19	23	140
Lot 12	2	12	16	10	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/29/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	N/A	N/A	N/A	N/A	236
(Public Component)	N/A	N/A	N/A	N/A	
Fishermans	N/A	N/A	N/A	N/A	502
(Public Component)	N/A	N/A	N/A	N/A	
Overflow	N/A	N/A	N/A	N/A	252
Lot 2	130	144	104	48	239
Lot 4	23	40	34	12	140
Lot 5	22	22	24	23	220
Lot 7	7	11	8	13	120
Lot 8	0	0	3	31	183
Lot 9	18	20	26	17	186
Lot 10	23	69	86	16	212
Lot 11	36	94	134	112	262
(Public Component)	4	10	15	12	
Lot 12	5	3	19	11	201
Lot 13	11	25	58	49	140

Mother's Beach Demand (8,9,10,11)	120	226	292	219	843
Public Component [1]	88	142	173	119	
Admiralty Park (5,7)	29	33	32	36	340
Chace Park (2,4,EE)	211	242	196	118	437
Fiji Way Demand (Fisherman's Village, Dock 52)	0	0	0	0	738
Public Component	0	0	0	0	
North Channel (13)	11	25	58	49	140
Lot 12	5	3	19	11	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/30/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	N/A	N/A	N/A	N/A	236
Fishermans	N/A	N/A	N/A	N/A	502
Overflow	N/A	N/A	N/A	N/A	252
Lot 2	112	123	85	19	239
Lot 4	21	37	38	18	140
Lot 5	23	26	22	16	220
Lot 7	6	7	7	4	120
Lot 8	1	0	2	17	183
Lot 9	24	26	27	13	186
Lot 10	19	68	121	13	212
Lot 11	19	118	127	84	262
Lot 12	7	18	33	12	201
Lot 13	17	48	82	28	140

Mother's Beach Demand (8,9,10,11)	63	212	277	127	843
Admiralty Park (5,7)	29	33	29	20	340
Chace Park (2,4,EE)	191	218	181	95	437
North Channel (13)	17	48	82	28	140
Lot 12	7	18	33	12	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

7/1/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	102	123	86	204	236
(Public Component)	27	32	23	54	
Fishermans	60	168	124	246	502
(Public Component)	4	12	9	18	
Overflow	64	93	87	107	252
Lot 2	49	48	48	46	239
Lot 4	8	11	7	2	140
Lot 5	87	28	10	1	220
Lot 7	1	3	5	6	120
Lot 8	2	1	3	97	183
Lot 9	15	16	13	27	186
Lot 10	12	22	5	0	212
Lot 11	23	80	67	155	262
(Public Component)	8	29	24	56	
Lot 12	38	30	6	4	201
Lot 13	9	8	6	20	140

Mother's Beach Demand (8,9,10,11)	73	140	109	300	843
Public Component [1]	58	89	66	201	
Admiralty Park (5,7)	88	31	15	7	340
Chace Park (2,4,EE)	115	117	113	106	437
Fiji Way Demand (Fisherman's Village, Dock 52)	162	291	210	450	738
Public Component	31	44	32	72	
North Channel (13)	9	8	6	20	140
Lot 12	38	30	6	4	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

7/2/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	174	153	134	132	236
(Public Component)	70	62	54	53	
Fishermans	109	223	196	212	502
(Public Component)	14	28	25	27	
Overflow	85	126	121	96	252
Lot 2	142	169	124	66	239
Lot 4	15	28	18	5	140
Lot 5	7	11	9	0	220
Lot 7	9	7	6	8	120
Lot 8	8	3	4	2	183
Lot 9	25	36	34	22	186
Lot 10	9	34	66	49	212
Lot 11	18	112	113	104	262
(Public Component)	2	12	13	12	
Lot 12	5	15	16	7	201
Lot 13	24	34	48	35	140

Mother's Beach Demand (8,9,10,11)	103	228	260	220	843
Public Component [1]	87	128	160	128	
Admiralty Park (5,7)	16	18	15	8	340
Chace Park (2,4,EE)	215	255	200	129	437
Fiji Way Demand (Fisherman's Village, Dock 52)	283	376	330	344	738
Public Component	84	90	79	80	
North Channel (13)	24	34	48	35	140
Lot 12	5	15	16	7	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

7/3/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	171	186	217	94	236
(Public Component)	69	75	88	38	
Fishermans	83	304	331	264	502
(Public Component)	11	38	42	33	
Overflow	88	130	142	83	252
Lot 2	139	156	132	71	239
Lot 4	15	26	34	4	140
Lot 5	2	5	3	0	220
Lot 7	51	84	118	76	120
Lot 8	6	6	26	51	183
Lot 9	22	39	38	22	186
Lot 10	44	114	156	21	212
Lot 11	36	127	173	136	262
(Public Component)	4	14	19	15	
Lot 12	6	19	34	20	201
Lot 13	23	41	88	67	140

Mother's Beach Demand (8,9,10,11)	151	329	436	273	843
Public Component [1]	119	216	282	152	
Admiralty Park (5,7)	53	89	121	76	340
Chace Park (2,4,EE)	212	240	224	133	437
Fiji Way Demand (Fisherman's Village, Dock 52)	254	490	548	358	738
Public Component	80	113	130	71	
North Channel (13)	23	41	88	67	140
Lot 12	6	19	34	20	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

7/4/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	146	151	164	239	236
Fishermans	67	198	254	439	502
Overflow	64	116	168	265	252
Lot 2	103	125	158	161	239
Lot 4	17	151	152	152	140
Lot 5	2	9	29	174	220
Lot 7	66	113	120	120	120
Lot 8	8	24	77	156	183
Lot 9	25	78	187	187	186
Lot 10	44	182	209	209	212
Lot 11	32	213	263	263	262
Lot 12	17	62	66	66	201
Lot 13	88	138	138	138	140

Mother's Beach Demand (8,9,10,11)	109	497	736	815	843
Admiralty Park (5,7)	68	122	149	294	340
Chace Park (2,4,EE)	178	334	368	371	437
North Channel (13)	88	138	138	138	140
Lot 12	17	62	66	66	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

9/2/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	127	131	115	66	236
(Public Component)	33	34	30	17	
Fishermans	116	140	195	301	502
(Public Component)	8	10	14	22	
Overflow	84	102	127	98	252
Lot 2	37	44	45	39	239
Lot 4	78	73	69	50	140
Lot 5	90	58	10	0	220
Lot 7	1	1	0	3	120
Lot 8	1	1	1	59	183
Lot 9	11	9	14	13	186
Lot 10	3	5	5	1	212
Lot 11	26	59	55	166	262
(Public Component)	9	21	20	60	
Lot 12	2	2	3	4	201
Lot 13	12	9	11	26	140

Mother's Beach Demand (8,9,10,11)	62	95	96	260	843
Public Component [1]	45	57	61	154	
Admiralty Park (5,7)	91	59	10	3	340
Chace Park (2,4,EE)	173	175	172	147	437
Fiji Way Demand (Fisherman's Village, Dock 52)	243	271	310	367	738
Public Component	41	44	44	39	
North Channel (13)	12	9	11	26	140
Lot 12	2	2	3	4	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

9/3/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	168	152	121	81	236
(Public Component)	68	61	49	33	
Fishermans	136	294	323	284	502
(Public Component)	17	37	41	36	
Overflow	79	114	118	84	252
Lot 2	118	122	79	63	239
Lot 4	62	76	64	58	140
Lot 5	23	24	6	4	220
Lot 7	3	2	14	16	120
Lot 8	2	1	2	15	183
Lot 9	27	38	33	44	186
Lot 10	14	54	109	7	212
Lot 11	24	106	111	170	262
(Public Component)	3	12	12	19	
Lot 12	2	10	21	7	201
Lot 13	19	21	41	32	140

Mother's Beach Demand (8,9,10,11)	110	242	298	279	843
Public Component [1]	89	148	199	128	
Admiralty Park (5,7)	26	26	20	20	340
Chace Park (2,4,EE)	238	256	201	179	437
Fiji Way Demand (Fisherman's Village, Dock 52)	304	446	444	365	738
Public Component	85	98	90	69	
North Channel (13)	19	21	41	32	140
Lot 12	2	10	21	7	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

9/4/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	217	236	199	103	236
(Public Component)	88	95	80	42	
Fishermans	192	406	374	277	502
(Public Component)	24	51	47	35	
Overflow	97	126	141	86	252
Lot 2	141	159	106	56	239
Lot 4	67	77	75	46	140
Lot 5	0	3	1	1	220
Lot 7	7	4	10	8	120
Lot 8	1	1	5	2	183
Lot 9	37	38	30	24	186
Lot 10	29	81	161	19	212
Lot 11	36	109	147	136	262
(Public Component)	4	12	16	15	
Lot 12	6	24	32	14	201
Lot 13	23	68	63	36	140

Mother's Beach Demand (8,9,10,11)	146	272	386	224	843
Public Component [1]	114	175	255	103	
Admiralty Park (5,7)	7	7	11	9	340
Chace Park (2,4,EE)	266	294	239	160	437
Fiji Way Demand (Fisherman's Village, Dock 52)	409	642	573	380	738
Public Component	112	146	127	77	
North Channel (13)	23	68	63	36	140
Lot 12	6	24	32	14	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

9/5/2005

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	134	159	221	91	236
Fishermans	113	253	284	186	502
Overflow	64	92	110	73	252
Lot 2	109	116	71	26	239
Lot 4	58	71	63	53	140
Lot 5	1	1	0	0	220
Lot 7	6	9	7	4	120
Lot 8	1	2	10	46	183
Lot 9	37	48	38	16	186
Lot 10	24	66	78	6	212
Lot 11	31	139	146	100	262
Lot 12	6	17	30	15	201
Lot 13	17	46	60	20	140

Mother's Beach Demand (8,9,10,11)	93	255	272	168	843
Admiralty Park (5,7)	7	10	7	4	340
Chace Park (2,4,EE)	225	245	192	137	437
North Channel (13)	17	46	60	20	140
Lot 12	6	17	30	15	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

5/25/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	84	67	77	106	236
(Public Component)	22	18	20	28	
Fishermans	87	180	178	385	502
(Public Component)	6	13	13	28	
Overflow	49	54	65	85	252
Lot 2	53	41	34	20	239
Lot 4	54	82	75	14	140
Lot 5	23	20	14	4	220
Lot 7	15	14	5	4	120
Lot 8	0	0	0	53	183
Lot 9	20	17	18	20	186
Lot 10	1	5	7	9	212
Lot 11	51	64	40	88	262
(Public Component)	19	23	15	32	
Lot 12	6	3	4	4	201
Lot 13	13	10	8	16	140

Mother's Beach Demand (8,9,10,11)	93	107	86	191	843
Public Component [1]	61	66	61	135	
Admiralty Park (5,7)	38	34	19	8	340
Chace Park (2,4,EE)	165	181	167	92	437
Fiji Way Demand (Fisherman's Village, Dock 52)	171	247	255	491	738
Public Component	28	31	33	56	
North Channel (13)	13	10	8	16	140
Lot 12	6	3	4	4	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

5/26/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	177	162	155	110	236
(Public Component)	71	65	63	44	
Fishermans	122	346	397	402	502
(Public Component)	15	44	50	51	
Overflow	46	86	75	55	252
Lot 2	101	122	69	43	239
Lot 4	26	38	23	4	140
Lot 5	4	8	7	7	220
Lot 7	12	15	13	8	120
Lot 8	0	0	1	39	183
Lot 9	32	34	28	33	186
Lot 10	16	44	55	28	212
Lot 11	13	78	89	175	262
(Public Component)	1	9	10	19	
Lot 12	7	20	14	23	201
Lot 13	28	26	34	52	140

Mother's Beach Demand (8,9,10,11)	104	199	216	318	843
Public Component [1]	92	130	137	162	
Admiralty Park (5,7)	16	23	20	15	340
Chace Park (2,4,EE)	185	218	150	105	437
Fiji Way Demand (Fisherman's Village, Dock 52)	299	508	552	512	738
Public Component	86	109	113	95	
North Channel (13)	28	26	34	52	140
Lot 12	7	20	14	23	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/27/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	180	201	212	89	236
(Public Component)	73	81	86	36	
Fishermans	197	399	410	371	502
(Public Component)	25	51	52	47	
Overflow	57	89	92	59	252
Lot 2	104	177	189	51	239
Lot 4	17	29	32	16	140
Lot 5	4	4	3	0	220
Lot 7	30	34	93	107	120
Lot 8	1	36	39	45	183
Lot 9	28	31	36	30	186
Lot 10	23	60	76	20	212
Lot 11	17	63	131	112	262
(Public Component)	2	7	15	12	
Lot 12	15	19	27	20	201
Lot 13	34	37	69	55	140

Mother's Beach Demand (8,9,10,11)	112	233	325	250	843
Public Component [1]	97	177	209	150	
Admiralty Park (5,7)	34	38	96	107	340
Chace Park (2,4,EE)	179	264	279	125	437
Fiji Way Demand (Fisherman's Village, Dock 52)	377	600	622	460	738
Public Component	98	132	138	83	
North Channel (13)	34	37	69	55	140
Lot 12	15	19	27	20	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/28/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	167	173	179	62	236
Fishermans	152	270	340	103	502
Overflow	37	51	67	28	252
Lot 2	84	107	92	15	239
Lot 4	43	69	71	9	140
Lot 5	2	4	9	0	220
Lot 7	9	7	5	3	120
Lot 8	3	1	2	2	183
Lot 9	44	31	27	15	186
Lot 10	28	47	41	5	212
Lot 11	15	74	111	82	262
Lot 12	9	24	31	11	201
Lot 13	33	27	26	39	140

Mother's Beach Demand (8,9,10,11)	90	153	181	104	843
Admiralty Park (5,7)	11	11	14	3	340
Chace Park (2,4,EE)	185	234	221	82	437
North Channel (13)	33	27	26	39	140
Lot 12	9	24	31	11	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

7/4/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY 2007**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	101	182	237	238	236
Fishermans	193	225	431	439	502
Overflow	52	69	79	250	252
Lot 2	103	126	171	181	239
Lot 4	98	133	136	150	140
Lot 5	10	13	169	200	220
Lot 7	13	23	98	120	120
Lot 8	4	8	72	89	183
Lot 9	26	186	186	185	186
Lot 10	71	209	209	209	212
Lot 11	24	261	263	263	262
Lot 12	64	68	68	52	201
Lot 13	134	134	134	134	140

Mother's Beach Demand (8,9,10,11)	125	664	730	746	843
Admiralty Park (5,7)	23	36	267	320	340
Chace Park (2,4,EE)	259	317	365	389	437
North Channel (13)	134	134	134	134	140
Lot 12	64	68	68	52	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

8/31/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	86	69	80	100	236
(Public Component)	23	18	21	26	
Fishermans	105	190	185	365	502
(Public Component)	8	14	13	26	
Overflow	53	54	68	81	252
Lot 2	62	45	38	24	239
Lot 4	62	86	71	10	140
Lot 5	30	25	17	7	220
Lot 7	21	13	8	6	120
Lot 8	2	3	4	5	183
Lot 9	35	21	21	25	186
Lot 10	4	7	10	11	212
Lot 11	60	68	35	82	262
(Public Component)	22	25	13	30	
Lot 12	9	5	6	8	201
Lot 13	15	13	10	19	140

Mother's Beach Demand (8,9,10,11)	122	120	91	144	843
Public Component [1]	84	77	69	92	
Admiralty Park (5,7)	51	38	25	13	340
Chace Park (2,4,EE)	182	189	167	92	437
Fiji Way Demand (Fisherman's Village, Dock 52)	191	259	265	465	738
Public Component	31	32	34	52	
North Channel (13)	15	13	10	19	140
Lot 12	9	5	6	8	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

9/1/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	181	169	159	115	236
(Public Component)	73	68	64	46	
Fishermans	129	362	412	385	502
(Public Component)	16	46	52	49	
Overflow	52	90	79	62	252
Lot 2	103	125	71	51	239
Lot 4	31	43	28	9	140
Lot 5	8	12	11	11	220
Lot 7	16	18	18	12	120
Lot 8	2	2	3	43	183
Lot 9	37	39	38	41	186
Lot 10	21	39	41	36	212
Lot 11	18	85	96	185	262
(Public Component)	2	9	11	21	
Lot 12	10	24	18	29	201
Lot 13	35	39	45	59	140

Mother's Beach Demand (8,9,10,11)	121	208	221	348	843
Public Component [1]	105	132	136	184	
Admiralty Park (5,7)	24	30	29	23	340
Chace Park (2,4,EE)	192	226	157	118	437
Fiji Way Demand (Fisherman's Village, Dock 52)	310	531	571	500	738
Public Component	89	114	116	95	
North Channel (13)	35	39	45	59	140
Lot 12	10	24	18	29	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

9/2/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	202	212	239	189	236
(Public Component)	82	86	97	76	
Fishermans	221	412	439	376	502
(Public Component)	28	52	56	48	
Overflow	65	92	116	61	252
Lot 2	112	189	195	65	239
Lot 4	21	36	45	28	140
Lot 5	7	7	6	2	220
Lot 7	35	41	102	101	120
Lot 8	3	41	48	52	183
Lot 9	36	45	65	29	186
Lot 10	35	86	102	71	212
Lot 11	19	69	135	101	262
(Public Component)	2	8	15	11	
Lot 12	19	28	35	20	201
Lot 13	23	41	88	67	140

Mother's Beach Demand (8,9,10,11)	136	284	393	296	843
Public Component [1]	119	223	273	206	
Admiralty Park (5,7)	42	48	108	103	340
Chace Park (2,4,EE)	191	283	298	151	437
Fiji Way Demand (Fisherman's Village, Dock 52)	423	624	678	565	738
Public Component	110	138	153	124	
North Channel (13)	23	41	88	67	140
Lot 12	19	28	35	20	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

9/3/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	120	200	216	89	236
Fishermans	158	200	238	165	502
Overflow	34	49	69	49	252
Lot 2	120	135	113	67	239
Lot 4	67	50	43	10	140
Lot 5	5	3	3	1	220
Lot 7	5	9	15	1	120
Lot 8	2	1	1	0	183
Lot 9	37	45	41	13	186
Lot 10	53	205	142	22	212
Lot 11	37	90	112	104	262
Lot 12	7	30	35	13	201
Lot 13	56	88	113	44	140

Mother's Beach Demand (8,9,10,11)	129	341	296	139	843
Admiralty Park (5,7)	10	12	18	2	340
Chace Park (2,4,EE)	245	243	214	135	437
North Channel (13)	56	88	113	44	140
Lot 12	7	30	35	13	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

10/25/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
TYPICAL WEEKDAY

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	87	96	110	51	236
(Public Component)	23	25	29	13	
Fishermans	26	90	72	155	502
(Public Component)	2	6	5	11	
Overflow	78	90	81	63	252
Lot 2	16	17	17	24	239
Lot 4	18	31	19	6	140
Chace Park (EE)	9	32	24	15	58
Lot 5	15	19	19	7	220
Lot 7	5	7	11	10	120
Lot 8	3	4	1	1	183
Lot 9	9	10	15	9	186
Lot 10	24	65	22	16	212
Lot 11	14	33	20	82	262
(Public Component)	5	12	7	30	
Lot 12	17	16	6	4	201
Lot 13	10	7	4	15	140

Mother's Beach Demand (8,9,10,11)	71	133	79	129	843
Public Component [1]	62	112	66	77	
Admiralty Park (5,7)	20	26	30	17	340
Chace Park (2,4,EE)	43	80	60	45	437
Fiji Way Demand (Fisherman's Village, Dock 52)	113	186	182	206	738
Public Component	25	31	34	24	
North Channel (13)	10	7	4	15	140
Lot 12	17	16	6	4	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

11/3/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
TYPICAL WEEKEND DAY

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	108	119	91	114	236
(Public Component)	44	48	37	46	
Fishermans	146	272	283	255	502
(Public Component)	18	34	36	32	
Overflow	73	90	94	73	252
Lot 2	52	70	62	40	239
Lot 4	25	27	24	14	140
Chace Park (EE)	23	29	51	32	58
Lot 5	14	12	7	3	220
Lot 7	11	37	91	-	120
Lot 8	17	18	2	11	183
Lot 9	15	11	12	10	186
Lot 10	13	24	20	11	212
Lot 11	44	70	78	105	262
(Public Component)	5	8	9	12	
Lot 12	6	7	5	6	201
Lot 13	30	27	12	32	140

Mother's Beach Demand (8,9,10,11)	132	166	155	180	843
Public Component [1]	93	104	86	87	
Admiralty Park (5,7)	25	49	98	3	340
Chace Park (2,4,EE)	100	126	137	86	437
Fiji Way Demand (Fisherman's Village, Dock 52)	254	391	374	369	738
Public Component	62	82	73	78	
North Channel (13)	30	27	12	32	140
Lot 12	6	7	5	6	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

**APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS**

12/8/2007

**MAXIMUM NUMBER OF SPACES OCCUPIED
FOR THE HOLIDAY BOAT PARADE**

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	44	60	89	207	236
Fishermans	210	304	380	422	502
Overflow	46	64	69	233	252
Lot 2	6	10	28	93	239
Lot 4	16	24	27	29	140
Lot 5	10	12	15	51	220
Lot 7	90	120	120	117	120
Lot 8	14	23	27	45	183
Lot 9	16	20	21	22	186
Lot 10	46	54	34	44	212
Lot 11	38	53	59	173	262
Lot 12	8	12	12	47	201
Lot 13	32	44	73	137	140

Mother's Beach Demand (8,9,10,11)	114	150	141	284	843
Admiralty Park (5,7)	100	132	135	168	340
Chace Park (2,4,EE)	80	92	113	180	437
Fiji Way Demand (Fisherman's Village, Dock 52)	254	364	469	629	738
North Channel (13)	32	44	73	137	140
Lot 12	8	12	12	47	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

 [2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

APPENDIX A3
LOT W / FISHERMAN VILLAGE PARKING LOT
PARKING UTILIZATION - PUBLIC USERS
THURSDAY, SEPTEMBER 18, 2008

Time	Number of Cars Inbound	Number of Cars Outbound	Number of Cars in Parking Lot	Number of Cars Parked	Percent Occupied
7:00 AM	1	0	1	38	7%
7:15 AM	0	0	1		
7:30 AM	1	0	2	30	6%
7:45 AM	0	0	2		
8:00 AM	0	0	2	29	6%
8:15 AM	0	0	2		
8:30 AM	1	0	3	21	4%
8:45 AM	1	0	4		
9:00 AM	0	0	4	47	9%
9:15 AM	0	1	3		
9:30 AM	0	0	3	47	9%
9:45 AM	0	1	2		
10:00 AM	0	0	2	45	9%
10:15 AM	2	0	4		
10:30 AM	0	0	4	49	10%
10:45 AM	2	0	6		
11:00 AM	0	1	5	63	12%
11:15 AM	1	0	6		
11:30 AM	0	0	6	68	13%
11:45 AM	1	0	7		
12:00 PM	0	2	5	98	19%
12:15 PM	1	0	6		
12:30 PM	1	0	7	100	20%
12:45 PM	0	0	7		
1:00 PM	0	1	6	113	22%
1:15 PM	0	1	5		
1:30 PM	1	1	5	109	21%
1:45 PM	2	0	7		
2:00 PM	1	1	7	115	23%
2:15 PM	1	1	7		
2:30 PM	0	0	7	99	20%
2:45 PM	0	0	7		
3:00 PM	0	3	4	105	21%
3:15 PM	0	0	4		
3:30 PM	1	0	5	88	17%
3:45 PM	1	1	5	81	16%
Total	19	14			

APPENDIX A3
LOT W / FISHERMAN VILLAGE PARKING LOT
PARKING UTILIZATION - PUBLIC USERS
SATURDAY, SEPTEMBER 20, 2008

Time	Number of Cars		Parking Accumulation	Number of Cars Parked	Percent Occupied
	Inbound	Outbound			
7:00 AM	0	0	0	121	24%
7:15 AM	3	1	2		
7:30 AM	0	1	1		
7:45 AM	1	2	0		
8:00 AM	0	0	0	138	27%
8:15 AM	0	0	0		
8:30 AM	2	0	2		
8:45 AM	0	1	1		
9:00 AM	0	0	1	142	28%
9:15 AM	0	1	0		
9:30 AM	0	0	0		
9:45 AM	2	2	0		
10:00 AM	3	0	3	165	33%
10:15 AM	10	1	12		
10:30 AM	3	0	15	210	41%
10:45 AM	2	2	15		
11:00 AM	3	2	16	238	47%
11:15 AM	6	0	22		
11:30 AM	5	6	21	269	53%
11:45 AM	10	1	30		
12:00 PM	6	7	29	286	56%
12:15 PM	3	5	27		
12:30 PM	5	2	30	310	61%
12:45 PM	3	4	29		
1:00 PM	10	3	36	335	66%
1:15 PM	6	3	39		
1:30 PM	8	3	44	369	73%
1:45 PM	8	3	49		
2:00 PM	2	3	48	404	80%
2:15 PM	2	3	47		
2:30 PM	5	8	44	368	73%
2:45 PM	4	7	41		
3:00 PM	7	5	43	377	74%
3:15 PM	4	4	43		
3:30 PM	2	8	37	335	66%
3:45 PM	3	8	32	310	61%
Total	128	96			

APPENDIX A3
Parking Survey for Casa Escobar (Parcel 27)
Thursday, September 25, 2008

Time	Arriving			Departing			Parking Demand
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	
5:30 AM	3	0	0	0	0	0	14
5:45 AM	0	1	0	0	0	0	15
6:00 AM	0	0	0	0	1	0	14
6:15 AM	0	0	0	0	10	0	4
6:30 AM	0	0	0	0	0	0	4
6:45 AM	0	0	0	0	0	0	4
7:00 AM	0	0	0	0	0	0	4
7:15 AM	0	0	0	3	0	0	1
7:30 AM	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0

Parking Survey for The Organic Panificio (Parcel 33)
Thursday, September 25, 2008

Time	Arriving			Departing			Parking Demand
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	
5:30 AM	0	1	0	0	0	0	6
5:45 AM	0	0	0	0	0	0	6
6:00 AM	0	0	0	0	0	0	6
6:15 AM	0	0	0	0	2	0	4
6:30 AM	0	0	0	0	0	0	4
6:45 AM	1	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	1	0	4
7:30 AM	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	1	0	3
8:30 AM	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	3

Parking Survey for L.A. County Parking Lot NR
Thursday, September 25, 2008

Time	Arriving			Departing			Parking Demand
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	
5:30 AM	0	0	0	0	0	0	4
5:45 AM	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	4
6:15 AM	0	0	0	0	0	0	4
6:30 AM	0	1	0	0	0	0	5
6:45 AM	0	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	5
7:15 AM	0	1	0	0	0	0	6
7:30 AM	0	0	0	0	1	0	4
7:45 AM	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	4
8:15 AM	1	0	0	0	0	0	5
8:30 AM	0	0	0	0	1	0	4
8:45 AM	0	0	0	0	0	0	4

Max Public Parking Demand = 15+6+4 = 25

APPENDIX A3
Parking Survey for The Organic Panificio (Parcel 33)
Thursday, September 25, 2008

Time	Arriving			Departing			Parking Demand	Public Parking Demand
	Kayak	Jogger	Walking	Kayak	Jogger	Walking		
5:00 PM	5	0	0	0	0	0	20	5
5:15 PM	0	0	0	0	0	0	20	5
5:30 PM	5	0	0	0	0	0	25	10
5:45 PM	1	0	0	0	1	0	25	10
6:00 PM	0	0	0	0	0	0	25	10
6:15 PM	7	0	0	1	0	0	31	16
6:30 PM	1	0	0	0	0	0	32	17
6:45 PM	1	0	0	1	0	0	32	17

Max Public Parking Demand = 17

APPENDIX A3
Parking Survey for The Organic Panificio (Parcel 33)
Saturday, September 27, 2008

Time	Arriving			Departing			Parking Demand
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	
5:30 AM	0	1	0	0	0	0	8
5:45 AM	0	0	0	0	0	0	8
6:00 AM	0	0	0	0	0	0	8
6:15 AM	0	0	0	0	0	0	8
6:30 AM	0	0	0	0	0	0	8
6:45 AM	0	0	0	0	0	0	8
7:00 AM	1	0	0	2	1	0	6
7:15 AM	4	0	0	0	0	0	10
7:30 AM	7	0	0	1	0	0	16
7:45 AM	20	0	0	0	0	0	36
8:00 AM	3	1	0	0	0	0	40
8:15 AM	1	1	0	0	0	0	42
8:30 AM	0	0	0	0	0	0	42
8:45 AM	1	0	0	0	0	0	43

Parking Survey for L.A. County Parking Lot NR
Saturday, September 27, 2008

Time	Arriving			Departing			Parking Demand
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	
5:30 AM	0	0	0	0	0	0	11
5:45 AM	0	0	0	0	0	0	11
6:00 AM	0	0	0	0	0	0	11
6:15 AM	0	0	1	0	0	0	12
6:30 AM	0	0	0	0	0	1	11
6:45 AM	0	0	0	0	0	0	11
7:00 AM	2	0	0	0	1	0	12
7:15 AM	0	0	0	0	0	0	12
7:30 AM	2	0	0	0	0	0	14
7:45 AM	2	0	0	0	0	0	16
8:00 AM	1	0	0	0	0	0	17
8:15 AM	0	0	1	0	0	0	18
8:30 AM	0	0	0	0	0	0	18
8:45 AM	0	0	0	0	0	0	18

Total Public Parking Demand = 43+18 = 61

APPENDIX A3
Parking Survey for The Organic Panificio (Parcel 33)
Saturday, September 27, 2008

Time	Arriving			Departing			Parking Demand
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	
5:00 PM	0	0	0	0	0	0	24
5:15 PM	0	0	0	0	0	0	24
5:30 PM	0	0	0	0	0	0	24
5:45 PM	0	0	0	0	0	0	24
6:00 PM	0	0	0	10	0	0	14
6:15 PM	0	0	0	0	0	0	14
6:30 PM	0	0	0	0	0	0	14
6:45 PM	0	0	0	0	0	0	14

Parking Survey for L.A. County Parking Lot NR
Saturday, September 27, 2008

Time	Arriving			Departing			Parking Demand
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	
5:00 PM	0	0	0	0	0	0	25
5:15 PM	0	0	0	0	0	0	25
5:30 PM	0	0	0	0	0	0	25
5:45 PM	0	0	0	0	0	0	25
6:00 PM	0	0	0	0	0	0	25
6:15 PM	0	0	0	4	0	0	21
6:30 PM	0	0	0	0	0	0	21
6:45 PM	0	0	0	0	0	0	21

Total Public Parking Demand = 24+25 = 49
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APPENDIX A3
Cheesecake Factory Parking Lot (Parcel 22)
Thursday, October 09, 2008

Time	Dry Cleaner		Employees		Delivery/Contractors		Customers		Cheesecake Factory	Lot GR Cheesecake	Total
	In	Out	In	Out	In	Out	In	Out	Lot Parking Demand	Factory Parking Demand	
9:00 AM	3	3	0	0	0	2	0	0	12	0	12
9:15 AM	3	3	0	0	2	0	0	0	14	0	14
9:30 AM	1	1	1	0	3	1	0	0	17	0	17
9:45 AM	0	0	0	0	1	1	0	0	17	0	17
10:00 AM	0	0	1	0	1	1	0	0	18	0	18
10:15 AM	2	3	2	0	1	2	0	0	18	0	18
10:30 AM	0	0	0	0	2	1	0	0	19	1	20
10:45 AM	2	2	0	0	2	0	0	0	21	1	22
11:00 AM	5	3	0	0	0	2	0	0	21	4	25
11:15 AM	1	2	0	0	0	0	10	0	30	7	37
11:30 AM	2	1	0	0	0	0	6	1	36	11	47
11:45 AM	1	1	0	0	0	0	6	1	41	18	59
12:00 PM	1	0	0	0	0	0	8	3	47	19	66
12:15 PM	1	2	0	0	0	0	7	3	50	19	69
12:30 PM	1	1	0	0	0	0	8	5	53	19	72
12:45 PM	2	1	0	0	0	0	8	6	56	20	76
1:00 PM	0	0	0	0	0	0	9	9	56	23	79
1:15 PM	0	1	0	0	0	0	5	7	53	31	84
1:30 PM	2	2	0	0	0	0	5	5	53	28	81
1:45 PM	1	1	0	0	0	0	7	11	49	30	79
2:00 PM	2	2	0	0	0	0	9	9	49	31	80
2:15 PM	3	3	0	0	0	0	7	3	53	29	82
2:30 PM	0	0	0	0	0	0	6	12	47	28	75
2:45 PM	1	1	0	0	0	0	4	8	43	21	64
3:00 PM	0	0	0	0	0	0	5	8	40	21	61
3:15 PM	0	0	0	0	0	0	11	7	44	19	63
3:30 PM	1	1	1	0	0	0	6	10	41	17	58
3:45 PM	1	1	0	0	0	0	6	5	42	14	56
4:00 PM	1	1	0	0	0	0	5	0	47	11	58
4:15 PM	2	2	0	0	0	0	4	6	45	14	59
4:30 PM	1	1	0	0	0	0	5	5	45	16	61
4:45 PM	4	4	0	1	0	0	9	7	46	21	67
5:00 PM	1	0	0	1	0	0	2	9	39	22	61
5:15 PM	1	1	0	0	0	0	3	2	40	23	63
5:30 PM	1	0	0	0	0	0	7	3	45	25	70
5:45 PM	1	2	0	0	0	0	8	3	49	30	79
6:00 PM	0	0	0	0	0	0	9	5	53	30	83
6:15 PM	0	0	0	1	0	0	19	10	60	32	92
6:30 PM	1	0	0	0	0	0	6	8	59	33	92
6:45 PM	1	2	0	0	0	0	5	4	59	43	102
Total	50	48	5	3	12	10	215	175			

APPENDIX A3
Los Angeles County Lot GR
Thursday, October 09, 2008

Time	Recreational		Employees		Customers		Cheesecake Factory Parking Demand	Lot GR Public Parking Demand	Total
	In	Out	In	Out	In	Out			
9:00 AM	0	0	0	0	0	0	0	11	11
9:15 AM	0	0	0	0	0	0	0	11	11
9:30 AM	1	0	0	0	0	0	0	12	12
9:45 AM	0	0	0	0	0	0	0	12	12
10:00 AM	3	1	0	0	0	0	0	14	14
10:15 AM	0	0	0	0	0	0	0	14	14
10:30 AM	1	1	1	0	0	0	1	14	15
10:45 AM	0	0	0	0	0	0	1	14	15
11:00 AM	1	2	3	0	0	0	4	13	17
11:15 AM	1	1	3	0	0	0	7	13	20
11:30 AM	0	0	1	0	3	0	11	13	24
11:45 AM	0	0	7	0	0	0	18	13	31
12:00 PM	1	1	0	0	1	0	19	13	32
12:15 PM	1	1	0	0	0	0	19	13	32
12:30 PM	0	0	0	0	0	0	19	13	32
12:45 PM	0	0	0	0	1	0	20	13	33
1:00 PM	2	0	0	0	3	0	23	15	38
1:15 PM	0	0	0	0	8	0	31	15	46
1:30 PM	1	0	0	1	0	2	28	16	44
1:45 PM	0	2	1	0	1	0	30	14	44
2:00 PM	0	1	0	0	1	0	31	13	44
2:15 PM	0	1	0	1	1	2	29	12	41
2:30 PM	0	0	1	1	2	3	28	12	40
2:45 PM	1	1	0	0	0	7	21	12	33
3:00 PM	0	1	0	0	0	0	21	11	32
3:15 PM	0	0	0	1	0	1	19	11	30
3:30 PM	0	0	0	3	1	0	17	11	28
3:45 PM	0	0	0	2	0	1	14	11	25
4:00 PM	0	1	0	3	0	0	11	10	21
4:15 PM	0	1	3	0	0	0	14	9	23
4:30 PM	0	0	5	3	0	0	16	9	25
4:45 PM	0	0	6	1	0	0	21	9	30
5:00 PM	0	0	1	0	0	0	22	9	31
5:15 PM	0	0	3	1	0	1	23	9	32
5:30 PM	0	0	10	7	0	1	25	9	34
5:45 PM	0	0	4	2	3	0	30	9	39
6:00 PM	0	0	0	0	0	0	30	9	39
6:15 PM	0	0	2	0	1	1	32	9	41
6:30 PM	0	0	0	1	2	0	33	9	42
6:45 PM	0	0	2	0	8	0	43	9	52
Total	13	15	53	27	36	19			

APPENDIX A3
Cheesecake Factory Parking Lot (Parcel 22)
Saturday, October 11, 2008

Time	Dry Cleaner		Employees		Delivery/Contractors		Customers		Cheesecake Factory Lot Parking Demand	Lot GR Cheesecake Factory Parking Demand	Total
	In	Out	In	Out	In	Out	In	Out			
7:00 AM	0	0	1	0	0	0	0	0	7	0	7
7:15 AM	0	0	4	0	1	0	0	0	12	0	12
7:30 AM	0	0	0	0	0	0	0	0	12	0	12
7:45 AM	0	0	3	2	0	1	0	0	12	0	12
8:00 AM	2	1	1	0	0	0	0	0	14	0	14
8:15 AM	0	0	2	0	0	0	0	0	16	1	17
8:30 AM	1	1	2	1	1	0	0	0	18	3	21
8:45 AM	3	1	1	2	0	0	0	0	19	6	25
9:00 AM	2	4	0	0	0	0	0	0	17	6	23
9:15 AM	5	4	0	0	0	0	0	0	18	6	24
9:30 AM	2	2	0	0	0	0	0	0	18	6	24
9:45 AM	2	1	0	0	2	3	0	0	18	6	24
10:00 AM	3	3	1	0	0	0	0	0	19	6	25
10:15 AM	4	4	1	0	0	0	0	0	20	8	28
10:30 AM	1	0	1	0	2	1	0	0	23	9	32
10:45 AM	2	2	1	1	0	0	1	0	24	10	34
11:00 AM	0	1	0	0	0	1	6	0	28	13	41
11:15 AM	4	0	0	0	0	0	13	0	45	16	61
11:30 AM	1	4	0	0	0	0	14	0	56	21	77
11:45 AM	1	1	0	0	0	0	10	1	65	23	88
12:00 PM	3	4	0	0	0	0	4	2	66	33	99
12:15 PM	3	3	0	0	0	0	1	2	65	37	102
12:30 PM	4	4	0	0	0	0	2	1	66	41	107
12:45 PM	2	2	0	0	0	0	6	9	63	44	107
1:00 PM	3	3	0	0	0	0	10	12	61	47	108
1:15 PM	3	3	0	0	0	0	10	7	64	52	116
1:30 PM	3	3	0	0	0	0	10	14	60	54	114
1:45 PM	4	3	0	0	0	0	10	5	66	57	123
2:00 PM	1	1	0	0	0	0	6	6	66	66	132
2:15 PM	1	1	0	0	0	0	7	10	63	62	125
2:30 PM	1	2	0	0	0	0	2	6	58	58	116
2:45 PM	1	1	0	0	0	0	4	10	52	63	115
3:00 PM	2	2	0	0	0	0	11	5	58	66	124
3:15 PM	1	1	0	0	0	0	3	8	53	66	119
3:30 PM	4	4	0	0	0	0	3	4	52	71	123
3:45 PM	1	1	0	0	0	0	6	11	47	70	117
4:00 PM	3	2	0	0	0	0	7	10	45	74	119
4:15 PM	3	5	0	0	0	0	5	5	43	74	117
4:30 PM	0	0	0	0	0	0	7	10	40	72	112
4:45 PM	4	4	0	0	0	0	10	2	48	77	125
5:00 PM	1	1	0	0	0	0	11	9	50	86	136
5:15 PM	0	0	0	0	0	0	13	12	51	83	134
5:30 PM	0	0	0	1	0	0	7	5	53	89	142
5:45 PM	0	0	0	0	0	0	9	3	59	96	155
6:00 PM	0	0	0	0	0	0	14	7	66	89	155
6:15 PM	0	0	0	0	0	0	4	4	66	89	155
6:30 PM	0	0	0	0	0	0	5	6	65	97	162
6:45 PM	0	0	0	0	0	0	3	3	65	101	166
Total	81	79	18	7	6	6	234	189			

APPENDIX A3
Los Angeles County Lot GR
Saturday, October 11, 2008

Time	Recreational		Employees		Customers		Cheesecake Factory Parking Demand	Lot GR Public Parking Demand	Total Parking Demand
	In	Out	In	Out	In	Out			
7:00 AM	2	0	0	0	0	0	0	7	7
7:15 AM	2	0	0	0	0	0	0	9	9
7:30 AM	0	0	0	0	0	0	0	9	9
7:45 AM	0	0	0	0	0	0	0	9	9
8:00 AM	0	0	0	0	0	0	0	9	9
8:15 AM	0	0	1	0	0	0	1	9	10
8:30 AM	0	0	2	0	0	0	3	9	12
8:45 AM	0	0	3	0	0	0	6	9	15
9:00 AM	1	0	0	0	0	0	6	10	16
9:15 AM	0	1	0	0	0	0	6	9	15
9:30 AM	0	0	0	0	0	0	6	9	15
9:45 AM	0	0	0	0	0	0	6	9	15
10:00 AM	0	0	0	0	0	0	6	9	15
10:15 AM	0	0	2	0	0	0	8	9	17
10:30 AM	2	0	1	0	0	0	9	11	20
10:45 AM	0	0	1	0	0	0	10	11	21
11:00 AM	0	0	3	0	0	0	13	11	24
11:15 AM	0	0	3	0	0	0	16	11	27
11:30 AM	2	0	5	0	0	0	21	13	34
11:45 AM	0	2	3	1	0	0	23	11	34
12:00 PM	0	1	5	0	5	0	33	10	43
12:15 PM	0	1	0	0	4	0	37	9	46
12:30 PM	0	0	2	0	2	0	41	9	50
12:45 PM	0	1	1	0	2	0	44	8	52
1:00 PM	1	0	1	0	2	0	47	9	56
1:15 PM	0	0	0	0	5	0	52	9	61
1:30 PM	1	1	1	0	1	0	54	9	63
1:45 PM	0	1	0	0	3	0	57	8	65
2:00 PM	0	0	0	0	11	2	66	8	74
2:15 PM	0	0	0	0	0	4	62	8	70
2:30 PM	0	0	0	0	0	4	58	8	66
2:45 PM	0	2	0	0	7	2	63	6	69
3:00 PM	0	0	1	0	4	2	66	6	72
3:15 PM	1	0	0	0	3	3	66	7	73
3:30 PM	0	0	4	0	4	3	71	7	78
3:45 PM	2	0	0	0	4	5	70	9	79
4:00 PM	0	1	3	0	3	2	74	8	82
4:15 PM	1	0	1	0	1	2	74	9	83
4:30 PM	0	0	2	2	1	3	72	9	81
4:45 PM	0	0	3	0	4	2	77	9	86
5:00 PM	0	0	7	1	6	3	86	9	95
5:15 PM	1	1	0	1	0	4	83	9	92
5:30 PM	0	0	3	0	7	4	89	9	98
5:45 PM	0	0	3	2	8	2	96	9	105
6:00 PM	0	0	0	8	4	3	89	9	98
6:15 PM	1	0	0	0	2	2	89	10	99
6:30 PM	0	0	0	0	11	3	97	10	107
6:45 PM	0	0	0	0	9	5	101	10	111
Total	17	12	61	15	113	60			

APPENDIX B-1/B-2

Existing Conditions Parking Demand Analysis – Typical & Peak

APPENDIX B-1
EXISTING CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY TIME OF DAY AND ACTIVITY AREA

#	Activity Area	Supply	Time	Public Demand & Utilization Profiles																								
		Existing Number of Spaces		Occupied Spaces on Weekdays								Occupied Spaces on Weekend Days								Occupied Spaces on Holidays **								
				Fri	Fri	Fri	Fri	Fri	Thur	Sat	Sun	Sat	Sun	Sat	Sun	Sat	Sun	Sat	Sun	Sat	Sun	Sat	Mon	Mon	Mon	Mon	Wed	Mon
				5/27/05	7/1/05	9/2/05	5/25/07	8/31/07	10/25/07	5/28/05	5/29/05	7/2/05	7/3/05	9/3/05	9/4/05	5/26/07	5/27/07	9/1/07	9/2/07	11/3/07	12/8/07	5/30/05	7/4/05	9/5/05	5/28/07	7/4/07	9/3/07	
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	843																										
			10AM	37	58	45	61	84	62	98	88	87	119	89	114	92	97	105	119	93	114	63	109	93	90	125	129	
			1PM	62	89	57	66	77	112	134	142	128	216	148	175	130	177	132	223	104	150	212	497	255	153	664	341	
			4PM	50	66	61	61	69	66	158	173	160	282	199	255	137	209	136	273	86	141	277	736	272	181	730	296	
			8PM	81	201	154	135	92	77	101	119	128	152	128	103	162	150	184	206	87	284	127	815	168	104	746	139	
			Peak	81	201	154	135	92	112	158	173	160	282	199	255	162	209	184	273	104	284	277	815	272	181	746	341	
			Peak %	10%	24%	18%	16%	11%	13%	19%	21%	19%	33%	24%	30%	19%	25%	22%	32%	12%	34%	33%	97%	32%	21%	88%	40%	
2	Admiralty Park (5-U, 7-Q)	340																										
			10AM	118	88	91	38	51	20	51	29	16	53	26	7	16	34	24	42	25	100	29	68	7	11	23	10	
			1PM	97	31	59	34	38	26	58	33	18	89	26	7	23	38	30	48	49	132	33	122	10	11	36	12	
			4PM	61	15	10	19	25	30	62	32	15	121	20	11	20	96	29	108	98	135	29	149	7	14	267	18	
			8PM	51	7	3	8	13	17	52	36	8	76	20	9	15	107	23	103	3	168	20	294	4	3	320	2	
			Peak	118	88	91	38	51	30	62	36	18	121	26	11	23	107	30	108	98	168	33	294	10	14	320	18	
			Peak %	35%	26%	27%	11%	15%	9%	18%	11%	5%	36%	8%	3%	7%	31%	9%	32%	29%	49%	10%	86%	3%	4%	94%	5%	
3	Chace Park (2-49R, 4-49M, EE)	437																										
			10AM	123	115	173	165	182	43	191	211	215	212	238	266	185	179	192	191	100	80	191	178	225	185	259	245	
			1PM	130	117	175	181	189	80	227	242	255	240	256	294	218	264	226	283	126	92	218	334	245	234	317	243	
			4PM	112	113	172	167	167	60	191	196	200	224	201	239	150	279	157	298	137	113	181	368	192	221	365	214	
			8PM	99	106	147	92	92	45	127	118	129	133	179	160	105	125	118	151	86	180	95	371	137	82	389	135	
			Peak	130	117	175	181	189	80	227	242	255	240	256	294	218	279	226	298	137	180	218	371	245	234	389	245	
			Peak %	30%	27%	40%	41%	43%	18%	52%	55%	58%	55%	59%	67%	50%	64%	52%	68%	31%	41%	50%	85%	56%	54%	89%	56%	
4	Fiji Way * (Overflow Lots, 1-Fisherman's Village, Dock 52)	738																										
			10AM	-	31	41	28	31	25	-	-	84	80	85	112	86	98	89	110	62	254	-	213	247	319	294	278	
			1PM	-	44	44	31	32	31	-	-	90	113	98	146	109	132	114	138	82	364	-	349	412	443	407	400	
			4PM	-	32	44	33	34	34	-	-	79	130	90	127	113	138	116	153	73	469	-	418	505	519	668	454	
			8PM	-	72	39	56	52	24	-	-	80	71	69	77	95	83	95	124	78	629	-	678	277	165	677	254	
			Peak		72	44	56	52	34			90	130	98	146	113	138	116	153	82	629		678	505	519	677	454	
			Peak %		10%	6%	8%	7%	5%			12%	18%	13%	20%	15%	19%	16%	21%	11%	85%		92%	68%	70%	92%	62%	
5	North Channel (13-3S)	140																										
			10AM	5	9	12	13	15	10	14	11	24	23	19	23	28	34	35	23	30	32	17	88	17	33	134	56	
			1PM	3	8	9	10	13	7	17	25	34	41	21	68	26	37	39	41	27	44	48	138	46	27	134	88	
			4PM	3	6	11	8	10	4	19	58	48	88	41	63	34	69	45	88	12	73	82	138	60	26	134	113	
			8PM	16	20	26	16	19	15	23	49	35	67	32	36	52	55	59	67	32	137	28	138	20	39	134	44	
			Peak	16	20	26	16	19	15	23	58	48	88	41	68	52	69	59	88	32	137	82	138	60	39	134	113	
			Peak %	11%	14%	19%	11%	14%	11%	16%	41%	34%	63%	29%	49%	37%	49%	42%	63%	23%	98%	59%	99%	43%	28%	96%	81%	
Total	2,498	Overall Peak	292	406	369	322	363	256	436	459	525	845	551	695	506	791	541	920	388	1,398	569	1,809	1,036	961	2,266	1,095		
		Utilization	12%	16%	15%	13%	15%	10%	17%	18%	21%	34%	22%	28%	20%	32%	22%	37%	16%	56%	23%	72%	41%	38%	91%	44%		
		Time	1PM	8PM	8PM	1PM	10AM	1PM	1PM	4PM	1PM	4PM	4PM	4PM	4PM	1PM	4PM	1PM	4PM	1PM	8PM	4PM	8PM	4PM	4PM	8PM	4PM	

NOTES:

* Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

** Holiday parking demands include non-public use parking demands.

APPENDIX B-2
EXISTING CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY DAY AND LOT

#	Activity Area	Lot Number - Parcel	Supply	Public Demand & Utilization Profiles																								
			Existing Number of Spaces	Max (Peak) Occupied Spaces on Weekdays							Max (Peak) Occupied Spaces on Weekend Days										Max Occupied Spaces on Holidays (Peak) **							
				Fri	Fri	Fri	Fri	Fri	Thur	Sat	Sun	Sat	Sun	Sat	Sun	Sat	Sun	Sat	Sun	Sat	Sun	Sat	Mon	Mon	Mon	Mon	Wed	Mon
				5/27/05	7/1/05	9/2/05	5/25/07	8/31/07	10/25/07	5/28/05	5/29/05	7/2/05	7/3/05	9/3/05	9/4/05	5/26/07	5/27/07	9/1/07	9/2/07	11/3/07	12/8/07	Mon 5/30/07	Mon 7/4/05	Mon 9/5/05	Mon 5/28/07	Wed 7/4/07	Mon 9/3/07	
1	Mother's Beach																											
		8 - OT	183	7	97	59	53	5	4	3	31	8	51	15	5	39	45	43	52	18	45	17	156	46	3	89	2	
		9 - NR	186	34	48	35	41	56	36	77	69	79	82	87	81	77	79	84	108	58	22	27	187	48	44	186	45	
		10 - IR	212	2	22	5	9	11	65	71	86	66	156	109	161	55	76	41	102	24	54	121	209	78	47	209	205	
		11 - GR	262	40	56	60	32	30	30	15	15	13	19	19	16	19	15	21	15	12	173	127	263	146	111	263	112	
2	Admiralty Park																											
		5 - U	220	115	87	90	23	30	19	53	24	11	5	24	3	8	4	12	7	14	51	26	174	1	9	200	5	
		7 - Q	120	6	6	3	15	21	11	9	13	9	118	16	10	15	107	18	102	91	120	7	120	9	9	120	15	
3	Chace Park																											
		2 - 49R	239	35	49	45	53	62	24	147	144	169	156	122	159	122	189	125	195	70	93	123	161	116	107	181	135	
		4 - 49M	140	37	11	78	82	86	31	22	40	28	34	76	77	38	32	43	45	27	29	38	152	71	71	150	67	
		EE	58	58	58	58	58	58	32	58	58	58	58	58	58	58	58	58	58	51	58	58	58	58	58	58	58	
4	Fiji Way																											
		Overflow Lots *	252	n/a	107	127	85	81	90	n/a	n/a	126	142	118	141	86	92	90	116	94	233	n/a	265	110	67	250	69	
		Fisherman's Village (1) - W	502	n/a	18	22	28	26	11	n/a	n/a	28	42	41	51	51	52	52	56	36	422	n/a	439	284	340	439	238	
		Dock 52 - 52	236	n/a	54	34	28	26	29	n/a	n/a	70	88	68	95	71	86	73	97	48	207	n/a	239	221	179	238	216	
5	North Channel																											
		13 - 3S	140	16	20	26	16	19	15	23	58	48	88	41	68	52	69	59	88	32	137	82	138	60	39	134	113	

NOTES:

* Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

** Holiday parking demands include non-public use parking demands.

APPENDIX C-1/C-2

Future Anticipated Parking Demand Analysis – Typical & Peak

APPENDIX C-1
FUTURE ANTICIPATED CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY TIME OF DAY AND ACTIVITY AREA

#	Activity Area	Supply	Time	Anticipated Future Public Parking Demand & Utilization Profiles																
		Proposed Number of Spaces		Occupied Spaces on Weekdays						Occupied Spaces on Weekend Days										
				Day 1	Day 2	Day 3	Day 4	Day 5	Day 6 (Typical)	Day 7	Day 8	Day 9	Day 10	Day 11	Day 12	Day 13	Day 14	Day 15	Day 16	Day 17 (Typical)
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	652	10AM	57	84	67	90	123	85	143	131	132	168	136	169	142	146	159	175	134
			1PM	86	120	80	94	108	143	191	193	185	286	209	239	186	237	190	296	145
			4PM	72	92	87	89	99	93	217	231	220	360	263	326	191	277	195	363	125
			8PM	109	252	191	174	127	102	144	165	178	205	189	151	221	207	250	269	125
			Peak	109	252	191	174	127	143	217	231	220	360	263	326	221	277	250	363	145
			Peak %	17%	39%	29%	27%	19%	22%	33%	35%	34%	55%	40%	50%	34%	42%	38%	56%	22%
2	Admiralty Park (5-U, 7-Q)	342	10AM	134	100	103	43	58	23	58	33	18	60	29	8	18	38	27	48	28
			1PM	110	35	67	38	43	29	66	37	20	101	29	8	26	43	34	54	55
			4PM	69	17	11	22	28	34	70	36	17	137	23	12	23	109	33	122	111
			8PM	58	8	3	9	15	19	59	41	9	86	23	10	17	121	26	117	3
			Peak	134	100	103	43	58	34	70	41	20	137	29	12	26	121	34	122	111
			Peak %	39%	29%	30%	13%	17%	10%	20%	12%	6%	40%	8%	4%	8%	35%	10%	36%	32%
3	Chace Park (2-49R, 4-49M, EE)	684	10AM	140	130	202	192	214	51	226	250	256	251	285	319	218	210	227	226	120
			1PM	149	132	205	212	222	92	270	289	306	287	307	355	259	317	269	341	151
			4PM	126	127	201	195	195	70	226	231	237	267	238	286	174	336	182	360	159
			8PM	109	118	170	100	100	53	145	134	147	152	210	186	117	142	134	175	100
			Peak	149	132	205	212	222	92	270	289	306	287	307	355	259	336	269	360	159
			Peak %	22%	19%	30%	31%	33%	13%	39%	42%	45%	42%	45%	52%	38%	49%	39%	53%	23%
4	Fiji Way (Overflow Lots**, 1- Fisherman's Village, Dock 52)	1,012*	10AM	-	35	46	32	35	28	-	-	95	91	96	127	97	111	101	125	70
			1PM	-	50	50	35	36	35	-	-	102	128	111	165	123	149	129	156	93
			4PM	-	36	50	37	38	38	-	-	89	147	102	144	128	156	131	173	83
			8PM	-	82	44	63	59	27	-	-	91	80	78	87	108	94	108	140	88
			Peak		82	50	63	59	38			102	147	111	165	128	156	131	173	93
			Peak %		8%	5%	6%	6%	4%			10%	15%	11%	16%	13%	15%	13%	17%	9%
5	North Channel (13-3S)	138	10AM	6	10	14	15	17	11	16	12	27	26	22	26	32	38	40	26	34
			1PM	3	9	10	11	15	8	19	28	38	46	24	77	29	42	44	46	31
			4PM	3	7	12	9	11	5	22	66	54	100	46	71	38	78	51	100	14
			8PM	18	23	29	18	22	17	26	55	40	76	36	41	59	62	67	76	36
			Peak	18	23	29	18	22	17	26	66	54	100	46	77	59	78	67	100	36
			Peak %	13%	17%	21%	13%	16%	12%	19%	48%	39%	72%	33%	56%	43%	57%	49%	72%	26%
Total		2,828	Overall Peak	348	483	437	390	447	307	546	564	650	1,010	672	838	623	955	666	1,118	475
			Utilization	12%	17%	15%	14%	16%	11%	19%	20%	23%	36%	24%	30%	22%	34%	24%	40%	17%
			Time	1PM	8PM	8PM	1PM	10AM	1PM	1PM	4PM	1PM	4PM	4PM	4PM	1PM	4PM	1PM	4PM	1PM
Yearly Growth		0.6																		

NOTES:

* Includes parking supply for Fisherman's Village Development. Shared Parking is contemplated at this location.

** Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

APPENDIX C-2
FUTURE ANTICIPATED CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY DAY AND LOT

#	Activity Area	Lot Number - Parcel	Supply	Anticipated Future Public Parking Demand & Utilization Profiles																
			Proposed Number of Spaces	Occupied Spaces on Weekdays						Occupied Spaces on Weekend Days										
				Day 1	Day 2	Day 3	Day 4	Day 5	Day 6 (Typical)	Day 7	Day 8	Day 9	Day 10	Day 11	Day 12	Day 13	Day 14	Day 15	Day 16	Day 17 (Typical)
1	Mother's Beach																			
		8 - OT	92	8	110	67	60	6	5	3	35	9	58	17	6	44	51	49	59	20
		9 - NR	69	55	78	57	67	91	59	126	113	129	134	142	132	126	129	137	176	95
		10 - IR	109	2	25	6	10	12	74	80	97	75	177	123	182	62	86	46	115	27
		11 - GR	382	45	63	68	36	34	34	17	17	15	22	22	18	22	17	24	17	14
2	Admiralty Park																			
		5 - U	222	130	98	102	26	34	22	60	27	12	6	27	3	9	5	14	8	16
		7 - Q	120	7	7	3	17	24	12	10	15	10	134	18	11	17	121	20	115	103
3	Chace Park																			
		2 - 49R	234	44	62	57	67	78	30	185	181	212	196	153	200	153	238	157	245	88
		4 - 49M	450	47	14	98	103	108	39	28	50	35	43	96	97	48	40	54	57	34
		EE		58	58	58	58	58	32	58	58	58	58	58	58	58	58	58	58	51
4	Fiji Way																			
		Overflow Lots*	314	n/a	121	144	96	92	102	n/a	n/a	143	161	134	160	97	104	102	131	106
		Fisherman's Village (1) - W	1,012**	n/a	20	25	32	29	12	n/a	n/a	32	48	46	58	58	59	59	63	41
		Dock 52 - 52	0	n/a	61	38	32	29	33	n/a	n/a	79	100	77	108	80	97	83	110	54
5	North Channel																			
		13 - 3S	138	18	23	29	18	22	17	26	66	54	100	46	77	59	78	67	100	36

YEARLY GROWTH	0.6
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NOTES:

* Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

** Includes parking supply for Fisherman's Village Development. Shared Parking is contemplated at this location.

APPENDIX D-1/D-2

**85th & 90th Percentile Parking Demand Analysis by Activity Area – Existing &
Future Long-Term Conditions**

APPENDIX D-1
85TH & 90TH PERCENTILE DEMAND ANALYSIS BY ACTIVITY AREA - CURRENT CONDITIONS

Mother's Beach	
Date	Demand
5/27/2005	81
8/31/2007	92
11/3/2007	104
10/25/2007	112
5/25/2007	135
9/2/2005	154
5/28/2005	158
7/2/2005	160
5/26/2007	162
5/29/2005	173
9/1/2007	184
9/3/2005	199
7/1/2005	201
5/27/2007	209
9/4/2005	255
9/2/2007	273
7/3/2005	282

90th Percentile Peak Public Parking Demand	273
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Admiralty Park	
Date	Demand
9/4/2005	11
7/2/2005	18
5/26/2007	23
9/3/2005	26
10/25/2007	30
9/1/2007	30
5/29/2005	36
5/25/2007	38
8/31/2007	51
5/28/2005	62
7/1/2005	88
9/2/2005	91
11/3/2007	98
5/27/2007	107
9/2/2007	108
5/27/2005	118
7/3/2005	121

90th Percentile Peak Public Parking	118
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Chace Park	
Date	Demand
10/25/2007	80
7/1/2005	117
5/27/2005	130
11/3/2007	137
9/2/2005	175
5/25/2007	181
8/31/2007	189
5/26/2007	218
9/1/2007	226
5/28/2005	227
7/3/2005	240
5/29/2005	242
7/2/2005	255
9/3/2005	256
5/27/2007	279
9/4/2005	294
9/2/2007	298

90th Percentile Peak Public Parking	294
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Fiji Way	
Date	Demand
10/25/2007	34
9/2/2005	44
8/31/2007	52
5/25/2007	56
7/1/2005	72
11/3/2007	82
7/2/2005	90
9/3/2005	98
5/26/2007	113
9/1/2007	116
7/3/2005	130
5/27/2007	138
9/4/2005	146
9/2/2007	153

90th Percentile Peak Public Parking	146
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North Channel	
Date	Demand
10/25/2007	15
5/27/2005	16
5/25/2007	16
8/31/2007	19
7/1/2005	20
5/28/2005	23
9/2/2005	26
11/3/2007	32
9/3/2005	41
7/2/2005	48
5/26/2007	52
5/29/2005	58
9/1/2007	59
9/4/2005	68
5/27/2007	69
7/3/2005	88
9/2/2007	88

90th Percentile Peak Public Parking	88
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LEGEND	
	85th Percentile
	90th Percentile

APPENDIX D-2
85TH & 90TH PERCENTILE DEMAND ANALYSIS BY ACTIVITY AREA - FUTURE CONDITIONS

Mother's Beach	
Date	Demand
Day 1	109
Day 5	127
Day 6	143
Day 17	145
Day 4	174
Day 3	191
Day 7	217
Day 9	220
Day 13	221
Day 8	231
Day 15	250
Day 2	252
Day 11	263
Day 14	277
Day 12	326
Day 10	360
Day 16	363

90th Percentile Peak Public Parking	360
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Admiralty Park	
Date	Demand
Day 12	12
Day 9	20
Day 13	26
Day 11	29
Day 6	34
Day 15	34
Day 8	41
Day 4	43
Day 5	58
Day 7	70
Day 2	100
Day 3	103
Day 17	111
Day 14	121
Day 16	122
Day 1	134
Day 10	137

90th Percentile Peak Public Parking *	114
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Chace Park	
Date	Demand
Day 6	92
Day 2	132
Day 1	149
Day 17	159
Day 3	205
Day 4	212
Day 5	222
Day 13	259
Day 15	269
Day 7	270
Day 10	287
Day 8	289
Day 9	306
Day 11	307
Day 14	336
Day 12	355
Day 16	360

90th Percentile Peak Public Parking	355
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Fiji Way	
Date	Demand
Day 5	38
Day 2	50
Day 4	59
Day 3	63
Day 1	82
Day 14	93
Day 6	102
Day 8	111
Day 10	128
Day 12	131
Day 7	147
Day 11	156
Day 9	165
Day 13	173

90th Percentile Peak Public Parking	165
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North Channel	
Date	Demand
Day 6	17
Day 1	18
Day 4	18
Day 5	22
Day 2	23
Day 7	26
Day 3	29
Day 17	36
Day 11	46
Day 9	54
Day 13	59
Day 8	66
Day 15	67
Day 12	77
Day 14	78
Day 10	100
Day 16	100

90th Percentile Peak Public Parking	100
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LEGEND	
	85th Percentile
	90th Percentile

Yearly Growth	0.6
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Notes:

* 20 spaces in Admiralty Park Activity Area (specifically lot 5) have been leased to the Public Library.

APPENDIX E

FIJI WAY ACTIVITY AREA DETAILED PARKING DEMAND ANALYSIS

Appendix E
Fiji Way Activity Area Parking Analyses

Estimated Parking Demand					
Weekday					
Time	Fisherman Village / Commercial Demand [1]	Charter Boat Slip Demand [1]	Total Development Demand	Peak Public Parking Demand [2]	Total Demand
2:00 PM	464	65	529	15	544
3:00 PM	354	65	419	20	439
4:00 PM	390	100	490	24	514
5:00 PM	499	135	634	29	663
6:00 PM	577	150	727	26	753
7:00 PM	591	180	771	17	788
Weekend Day					
Time	Fisherman Village / Commercial Demand [1]	Charter Boat Slip Demand [1]	Total Development Demand	Peak Public Parking Demand [2]	Total Demand
2:00 PM	399	240	639	49	695
3:00 PM	392	240	632	43	681
4:00 PM	389	275	664	32	700
5:00 PM	461	310	771	23	794
6:00 PM	571	310	881	20	901
7:00 PM	584	310	894	20	914
8:00 PM	599	310	909	21	930
Proposed Total Supply = 1,012 spaces					

Note : [1] Demand data obtained from "Traffic Impact Analysis Report for the Proposed Fisherman's Village Enhancement / Expansion Project," September 2000, prepared by Hirsch / Green Transportation Consulting, Inc.

[2] Public Parking Demand for Fiji Way Activity Area obtained from Parking Surveys conducted by Raju Associates, Inc.